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MOTORSPORT NEWS

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AUDI FIRMS UP PLANS TO ENTER FORMULA 1



German giant expected to tie up with Sauber for 2026 attack on the top-flight p5

Team boss Horner says Dutch ace was “in a league of his own” in Belgium

MAX PULLS OFF A MASTER STROKE WITH SPA COMEBACK VICTORY



Max scythed through the pack



World champ was in “a league of his own”

By Matt James

Red Bull boss Christian Horner thinks his team is back to its dominant best after Max Verstappen overcame a penalty and powered from 14th on the grid to crush the opposition in the Belgian Grand Prix at Spa last weekend.

Verstappen had qualified more than half a second faster than anyone else before he was pushed back down the grid order for taking new engine parts. He sliced through the field and went on to finish 17 seconds clear of his team-mate Sergio Perez.

Horner said: “That’s one of our biggest ever team performances. I never expected Max to win that race and particularly get to the front so quickly.

“With Checo [Perez] right there as well – fastest lap and 1-2 finish – it could not have been better for us. An amazing performance, right up there with the very best that we achieved back in 2010.”

Full report, page 4

THE VOICE OF BRITISH MOTORSPORT
**MOTORSPORT
NEWS**

TOURING CARS



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READERS' Q&A



**READERS' Q&A:
DAVID
ADDISON**

Tin-top talker tackles your questions p20





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each £49.50 £59.40
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Mk2 spring shackles
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Escort RS stub axles
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Stub axle hardware kit
Watts linkage kit
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£10.50 £12.60
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£119.50 £143.40
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£17.00 £20.40
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COMMENT

Photo: Jakob Ebrey, Mike Hills, Motorsport Images



How anyone with a heartbeat can't be stirred by this Jakob Ebrey pic is beyond us...

A TRUE HISTORIC CELEBRATION

There was a lot of talk about heritage and history in motorsport over the last week or so. Firstly, the Formula 1 battlers took on the notorious challenge of Spa, which is always a grand prix track to stir the soul. And then a gorgeous array of historic machines and some superbly talented drivers travelled to Silverstone last weekend for the latest edition of The Classic.

The Classic delivers on so many levels, and the event shows no signs of slowing down in its popularity. But far from being merely a few classic machines driven around at a deferential pace, it is a hotbed for competition and, as you can read in Paul Lawrence's report on page 16, the on-track action this year was as fierce as it ever has been.

Our particular soft spot is often held in reserve for Group C racing, the sportscar category that prevailed in the 1980s, and the collection of hardware on offer last weekend was enough to make the mouth water. But that was only one element of the all-encompassing showpiece as the thousands who flocked there will be able to attest.

In Belgium, Max Verstappen was, as his team boss Christian Horner described, simply in a class of his own. The World title holder should, by rights, not have been able to be as rapid as he was. Sure, other teams have had their struggles, but the Red Bull man so far above the others and even his own team-mate Sergio Perez it was unreal. It makes you wonder just how far Max can go in the sport. He is only 24 years old...

Talking of heritage, it seems the future of Spa has been given a short-term reprieve with a new race deal as you can read on page five. That is a huge relief for everyone, but there are still some tough questions for F1 bosses to ponder. They need to take F1 forward and engage with new audiences without ripping up the fabric of what made us all fall in love with the sport in first place.

The incumbent of our readers' Q&A this week is a voice you will all be familiar with. David Addison has been talking about motorsport for 30 years as a leading commentator, but it was his promotion to the ITV British Touring Car Championship team in 2013 that has brought him to a wider world. Before that, there were two decades spent in trackside commentary boxes. His knowledge of all aspects of motor racing – from short oval banger racing to the GT World Challenge – is unparalleled. If you see him in the paddock go and challenge him on some motorsport trivia: our money says he will have the right answer waiting for you.

Addison was at Thuxton's BTCC meeting last weekend, and it was a dampened affair after the enormous accident that befell Ginetta racers Colin White and Mike Brown. Both are recuperating in hospital as we went to press, and we send them our best for a speedy recovery.

Also, don't forget to make your voice heard in our latest Motul UK-backed MN poll, which is launched on page 27. We are on a mission to unearth your most-missed F1 venues. We've picked our shortlist – now it is over to you!

Matt James

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MOTORSPORT NEWS

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MN Poll: the most-missed Formula 1 tracks

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FORMULA 1 REPORT: BELGIAN GRAND PRIX

Photos: Motorsport Images, Red Bull Content Pool



Max worked his way up the pack



The Dutchman took his ninth win of the season, and made it look easy

VERSTAPPEN ON ANOTHER PLANET WITH SPA ROMP

Penalties? No bother. Safety cars? Not an issue. Max is imperious. By **James Roberts**



Leclerc was left frustrated after yet another Ferrari strategy blunder

F1 RESULTS

Belgian Grand Prix Laps: 44 Distance: 191.398 miles
Track: Spa-Francorchamps

	DRIVER	TEAM/CAR	TIME
1	Max Verstappen	Red Bull	1h25m52.984s
2	Sergio Perez	Red Bull	+17.841s
3	Carlos Sainz	Ferrari	+26.886s
4	George Russell	Mercedes	+29.140s
5	Fernando Alonso	Alpine-Renault	+1m13.256s
6	Charles Leclerc	Ferrari	+1m14.936s
7	Esteban Ocon	Alpine-Renault	+1m15.640s
8	Sebastian Vettel	Aston Martin-Mercedes	+1m18.107s
9	Pierre Gasly	AlphaTauri	+1m32.181s
10	Alexander Albon	Williams-Mercedes	+1m41.900s

11 Lance Stroll (Aston Martin-Mercedes) +1m43.078s; 12 Lando Norris (McLaren-Mercedes) +1m44.739s; 13 Yuki Tsunoda (AlphaTauri) +1m45.217s; 14 Guanyu Zhou (Alfa Romeo-Ferrari) +1m46.252s; 15 Daniel Ricciardo (McLaren-Mercedes) +1m47.163s; 16 Kevin Magnussen (Haas-Ferrari) -1 lap; 17 Mick Schumacher (Haas-Ferrari) -1 lap; 18 Nicholas Latifi (Williams-Mercedes) -1 lap; R Valtteri Bottas (Alfa Romeo-Ferrari) 1 lap/spin; R Lewis Hamilton (Mercedes) 0 lap/accident damage. **Drivers' championship:** 1 Verstappen 284 pts; 2 Perez 191; 3 Leclerc 186; 4 Sainz 171; 5 Russell 170; 6 Hamilton 146. **Constructors' championship:** 1 Red Bull 475 pts; 2 Ferrari 357; 3 Mercedes 316; 4 Alpine 115; 5 McLaren 95; 6 Alfa Romeo 51.



Alex Albon had a competitive weekend for Williams

Formula 1 might have returned from its summer break, but the story of this championship season continues where it left off. Max Verstappen and Red Bull are extending their advantage in the title race, while Charles Leclerc and Ferrari slipped up again.

It was an utterly dominant display from the World champion at Spa who finished nearly 20 seconds ahead of his team-mate Sergio Perez. Cheered on by many thousands of Dutch supporters, who had made the short journey south across the border, they enjoyed a masterclass. In hot, dry conditions Verstappen was in a league of his own. With eight races to go, a second World title is now a formality.

His closest challenger in the championship is now his team-mate, as Leclerc has fallen to third, 98 points behind Max. And even starting the race in 14th did nothing to halt Verstappen's progress on Sunday.

Ahead of the race, many were predicting a thriller, thanks to the topsy-turvy grid. No driver started in the position they qualified as eight runners opted to take a grid penalty for changing either power unit or gearbox components. So while Verstappen was the fastest man in qualifying – by some margin – he lined in 14th with Leclerc one place behind in 15th and their team-mates Carlos Sainz and Perez inheriting the front row.

Despite a hectic opening couple of laps, the ease with which Verstappen reached the front meant the interest on the track was reserved for the minor points-scoring positions.

At the start, Perez bogged down with wheelspin and Sainz converted pole into the race lead. Behind him Lewis Hamilton was battling with Fernando Alonso for second place on the run up to Les Combes. As the pair turned into the right hander, the Mercedes was launched into the air off the Alpine's front-left tyre. Hamilton made it as far as Blanchimont before coming to a halt.

"What an idiot closing the door from the outside," raged the Spaniard on team radio. "This guy only knows how to drive and start



Flashpoint: Alonso was in Hamilton's "blind spot"...

in first."

Hamilton later admitted Alonso was in his blind spot and apologised for the contact. Surprisingly, the Alpine was relatively intact and Alonso was able to continued unharmed.

The start of the second lap was equally fraught and heading around Les Combes next time around, Nicholas Latifi spun his Williams across the track which Alfa Romeo's Valtteri Bottas couldn't avoid and he beached himself into a gravel trap. The safety car was deployed to remove the stricken Alfa and Hamilton's damaged Mercedes.

Leclerc then reported some smoke from his right-front wheel and he pitted only for the team to discover a visor tear-off had entered his brake cooling duct. He continued but dropped to the bottom of the field.

When the safety car peeled in Sainz led ahead of Perez, but by lap 12 Verstappen had made his way into the lead, thanks to the performance advantage of his Red Bull. His two-stop strategy and no further on-track incidents meant he had a trouble-free cruise to the chequered flag, 17.8s ahead of Perez. His team-mate even admitted that Max was on "another planet" in Belgium and was "untouchable."

"This was one of our biggest ever performances," said Red Bull team boss Christian Horner. "We never expected Max to get to the front of the field so quickly. This weekend he was right in the window with the car and everything worked beautifully. Max has been exemplary and this is right up there with some of our best performances."

Sainz was third for Ferrari, and was able to hold off another strong drive from Mercedes star George Russell. Running in fifth in the latter stages was Leclerc. He decided to pit two laps from the flag to bolt on a set of fresh soft tyres to try and secure a point for fastest lap. Usually this decision is made when there is a clear margin to the car behind. But Leclerc emerged from the pits and was overtaken by Alonso. Even the Spaniard admitted his surprise at another bizarre Ferrari strategy decision.

Leclerc did manage to repass the Alpine on the final lap, but he was then struck with a five-second time penalty for speeding in the pitlane.

It's another error to add to the growing list for Leclerc and Ferrari in 2022. Does he still think he's in this championship fight? "It's starting to look very difficult," he said sheepishly after the race.

RACING NEWS



Drugovich: happy at Spa

DRUGOVICH EXTENDS F2 LEAD

Felipe Drugovich stretched his FIA Formula 2 championship lead to 43 points after two top-four finishes at Spa while his closest challenger Theo Pourchaire retired from the feature race.

ART driver Pourchaire entered the round 21 points shy of Drugovich after a fruitful Hungaroring weekend, though in Spa's sprint race MP Motorsport's Drugovich made points ground by finishing fourth to Pourchaire's sixth. Carlin's Liam Lawson dominated the race.

Virtuosi's Jack Doohan won the feature race comfortably the following day, with polesitter Drugovich claiming 20 points for finishing runner-up, 1.9 seconds shy. Pourchaire meanwhile got nothing after retiring with a technical issue.

Doohan started fourth and jumped to second with a great start, then got the lead from Drugovich via a pit undercut.

Drugovich said: "Starting from pole, you always want to win. We need to be happy, very good points for the championship."

GASLY AND HERTA JOIN 2023 DRIVER INTRIGUE

Formula 1's driver market has taken a fresh twist as AlphaTauri's Pierre Gasly emerged as an Alpine candidate while IndyCar star Colton Herta has been linked with his AlphaTauri seat.

Alpine has a possible vacancy in its 2023 line-up with Fernando Alonso switching to Aston Martin while Alpine protege Oscar Piastri stated he will not drive for the French team shortly after it announced he was joining its '23 race line-up.

It emerged that McLaren believes it has signed Piastri for '23 and the contracts recognition board hearing deciding which team has his services was due to take place this week. Alpine boss Otmar Szafnauer stated at Spa on the matter that he wishes Piastri had "a bit more integrity".

A possible stumbling block to an Alpine move of Gasly's long-time rivalry with incumbent Esteban Ocon has apparently been removed as Ocon indicated at Spa that he is willing to work with Gasly.

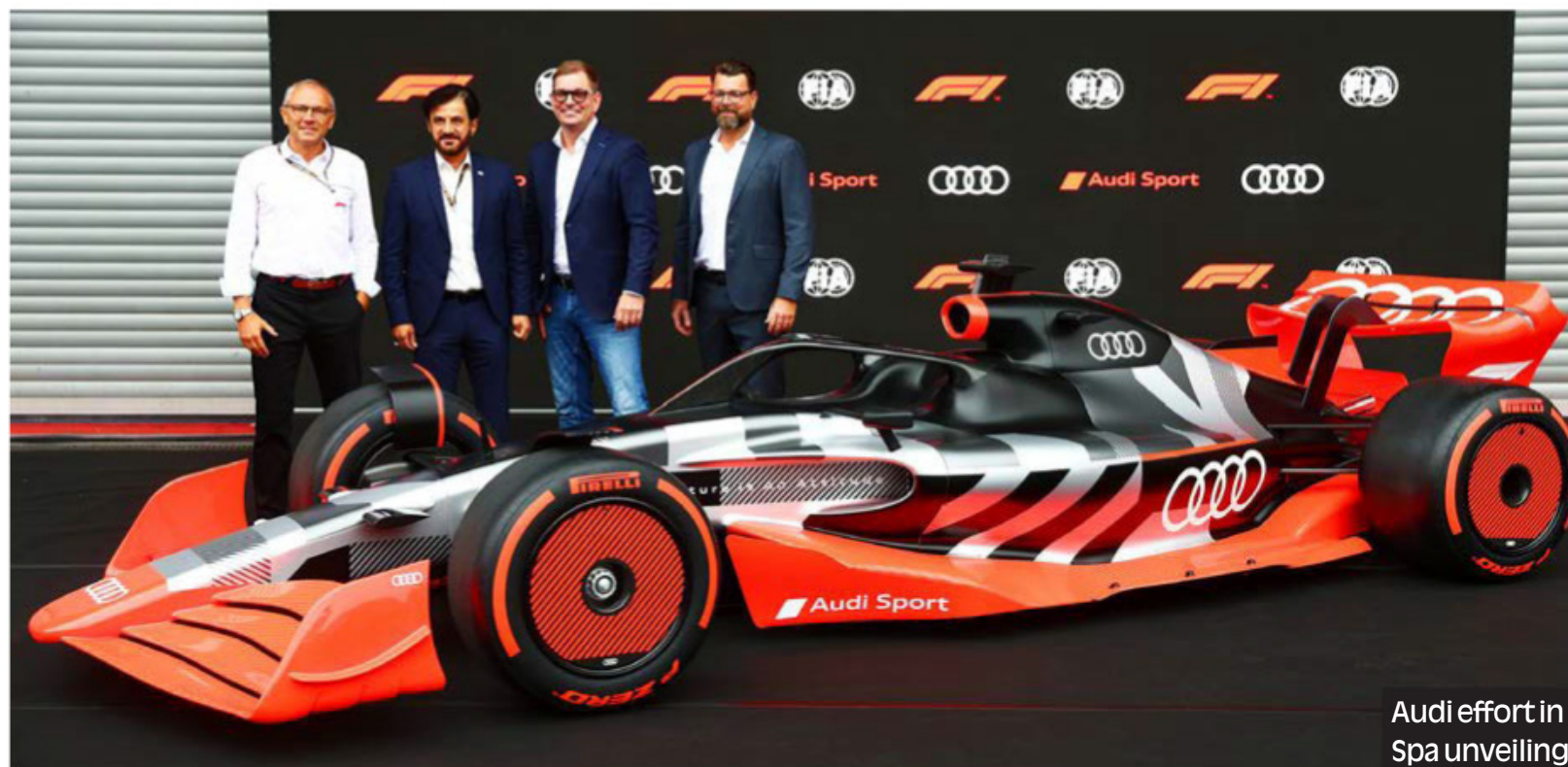


Gasly could join rival Ocon

AUDI TO JOIN F1 IN 2026

Famous motorsport brand at last enters F1 for new 'sustainable' engine rules

Photos: Audi, Motorsport Images



Audi effort in Spa unveiling



Audi expected to link with Sauber

By Graham Keilloh

Audi will make its debut in Formula 1 from the 2026 season after its chairman confirmed before the Belgian Grand Prix that it has officially registered as a power-unit manufacturer.

Audi's press release said it will make a decision on its F1 partner team by the end of the year, but the German

manufacturer is expected to link with the Sauber squad, which currently runs as Alfa Romeo. It has been reported that Audi could buy its first Sauber shares as soon as 2023 and, following Audi's F1 announcement, Alfa confirmed it will end its Sauber partnership after the '23 season.

Audi bosses confirmed that the focus on sustainability and cost effectiveness in F1's new engine rules coming in for

2026 were important factors in getting involved. Audi's sister Volkswagen Group brand Porsche is also expected to confirm an F1 engine programme for 2026 onwards with Red Bull. Audi's project will be based at its Neuburg facility in Germany.

Markus Duesmann, chairman of the Audi board, said: "If you think about Le Mans, DTM and Formula E, we have always been very active and very

successful. We want to continue this success story in F1."

F1 CEO Stefano Domenicali, who has worked for Volkswagen, said: "This is a major moment for our sport that highlights the huge strength we have as a global platform that continues to grow."

"It is also a big recognition that our move to sustainably fuelled hybrid engines in 2026 is a future solution for the automotive sector."



Young Brit Bearman is now just a point off FIA F3 table summit

BEARMAN STUNS AT SPA

British rising star Ollie Bearman has raced to within a point of the FIA Formula 3 table top after taking his first win in the category at Spa last weekend.

The Prema racer, who won Motorsport News's 2021 rising star of the year award, made it a Spa double podium with third place in the feature race. He is now a point shy of Hitech Grand Prix's Isack Hadjar at the championship summit.

Bearman won Saturday's sprint race at Spa, despite a lengthy race stoppage – caused by a large Blanchimont crash involving Oliver Goethe and Zane Maloney – and two safety car periods. Bearman started fifth but steered clear of lap-one chaos to climb to second, then

on lap two slipstreamed past Carlin's Brad Benavides to lead.

Trident's Maloney bounced back for his own FIA F3 maiden win in Sunday's feature race, after passing Caio Collet. Collet finished third on the road but Bearman inherited the place when Collet picked up a post-race penalty for rejoining the track unsafely.

Roman Stanek meanwhile took two second-place finishes at Spa, and now sits fifth in the table just 10 points off the top.

Bearman said: "It's super close now. The other championship contenders had a really difficult weekend, so I felt like I capitalised on that side. The top five are all in with a chance."

SPA STAYS FOR 2023

Spa-Francorchamps will remain on the Formula 1 schedule in 2023 after a one-year contract extension was agreed for it hosting the Belgian Grand Prix.

The popular track's retention had been thought under threat as its deal was running out, F1 bosses were looking for facility and infrastructure upgrades at the venue, and new hosts such as South Africa and China were vying to join the calendar. However recent uncertainty over these incoming rounds has helped Spa get a reprieve.

F1 CEO Stefano Domenicali said on Sky Sports F1: "We have to congratulate the job [the race organisers] did. You've seen the investment they did. You see the number of people that are coming here. Incredible crowd, incredible attention to the people, and this is great."

"We always said that the race is a part of our tradition, and it has a very important space in our calendar, and this is a fact that we wanted to share in this moment."



Majestic Spa has been reprieved by F1 for at least another season

RACING NEWS

GRANT NEARS FERRARI PRIZE

GB4 racer Chloe Grant has moved a step closer to a Ferrari Driver Academy place after being confirmed as a finalist in the FIA Girls on Track Rising Stars programme.

Grant was named as one of four senior finalists from the 14 girls aged 12-16 that attended the programme's recent stage at Paul Ricard. Grant will now attend a November finale at Ferrari's Maranello HQ.

The Paul Ricard event with the renowned Winfield Racing School included physical and mental evaluations then karting and Formula 4 shootouts.

If Grant wins the contest she would be in line to join the Ferrari academy and to compete in Italian F4 with FIA Girls on Track partner Iron Dames.

Grant said: "After five days of fitness and mind exercises, kart sessions and laps in the F4 car, I'm over the moon to be included in the final four. The coaches from Winfield Racing School were absolutely brilliant."



Grant has made it to final



Aston back at Donington



Howard (r) has two British titles

BEECHDEAN MAKES BRITISH GT RETURN FOR DONINGTON FINALE

Champion team returns from GTWCE with a view to stay in British GT

By Graham Keillon

Multiple British GT champion team Beechdean AMR will return to the series for October's Donington Park season finale with its Aston Martin Vantage GT3 and will possibly stay for 2023.

Beechdean has also withdrawn both its cars from 2022's remaining GT World Challenge Europe rounds amid

team principal and driver Andrew Howard's clashing work commitments and a refocusing of the team's race efforts for the end of this year and into next. Remaining in British GT for 2023 is a "serious" option for the squad.

Beechdean with Howard driving won outright British GT titles in 2013 and '15, the latter shared with Jonny Adam. The team also won back-to-back GT4 crowns in '14 and '15 and the GT4

Pro-Am crown in '19.

Beechdean's driver line-up and class for its single-car Donington entry is to be finalised. It last competed in British GT last season, with Howard and Adam, and then switched to a two-car GTWCE effort for 2022.

Howard said: "Of course it's disappointing to end our GT World Challenge Europe programme early, but ultimately the work commitments

that kept me from driving at Spa are still in play.

"It didn't seem prudent to continue as a one-car team for the final two races. We're a team that's always looking ahead and while we assess our options for 2023, it's always good to get a head start on things.

"A return to British GT on a full-time basis is certainly one option we're seriously looking at."

BRITISH GT DUO TRY CARRERA CUP

British GT pair Nick Jones and Scott Malvern switched from their GT3 Porsche 911 to race in Carrera Cup at Thruxton last weekend as Jones assesses his options for 2023.

The duo competed with Team Parker Racing that they also compete with in British GT. Malvern last drove in Carrera Cup GB as a guest in 2017 while the Thruxton meeting was Jones' category debut.

Jones said: "I'm doing it with an eye on what I might be looking at doing next year. There was an opportunity to come and have a go in something else. It's my first time in a car and my

first at Thruxton, so there's a lot to learn.

"They're very different cars [from British GT's]. The brakes are completely different, aero's completely different, but there are some similarities. It's good fun to drive."

Malvern added: "[Team boss] Stuart Parker rang me and said 'you're doing it!' That was it. The last time I drove in the Carrera Cup was in 2017 in a 991 gen 1. This is quite different.

"It's actually not massively dissimilar to the GT3 R. Traction wise it doesn't feel that different, in this it's more using the brake pedal and understanding how the tyre behaves at slow speed."



Jones and Malvern in new cars

TEENS WANT MORE PRAGA

Karting graduate Lewis Appiagyei is looking for more Praga Cup appearances including a full 2023 season after making his race debut in the category at Donington Park last month.

Appiagyei shared an Idola Motorsport Praga R1 with friend and karting rival, and fellow debutant, Ruben Stanislaus. The pair finished both Donington races, in sixth and fifth places, and Appiagyei has expressed an aim to do 2022's remaining Praga Cup round, also at Donington, and then a 2023 campaign.

Appiagyei told Motorsport News: "Hopefully if we can secure the funding we'll try and do the last round in October. And then from there we'd like to do a full season in the Pragas, that would be really good, a proper series because we're just doing off rounds at the moment. "The skillset needed to



Stanislaus (l) and Appiagyei (r) wanting more

drive a Praga you could transfer into anything. You could go into formulas, you could go to GTs or LMP1. Ruben wants to go down the GT route but I want to do formulas. Hopefully after next year, if we can

do a full season of Praga, we'll see if I can go into Formula 3."

Appiagyei and Stanislaus, both 18, are also this season being filmed for a fly-on-the-wall BBC documentary tracking their racing.

OBITUARY

Dave Edwards 1945-2022



Edwards: popular

All at Motorsport News were sad to learn that popular Castle Combe chief scrutineer Dave Edwards recently passed away after a short illness.

Edwards was a skilled and respected scrutineer and he and wife Maggie were an intrinsic part of Castle Combe life for 50 years before retiring at the end of 2020. They had a collective career spent mainly in the scrutineering bay, originally under the

stewardship of long-time chief scrutineer Jack Harding.

Edwards' motorsport involvement started as a competitor in the 1970s, campaigning a Brabham BT15 then a March.

The Edwards pair were a strong scrutineering team, with knowledge and passion for motorsport's history and traditions. Maggie for 12 years was also co-ordinator of Combe's busy Formula

Ford championship.

We extend our condolences to Maggie and the rest of Edwards' family. The funeral will be held at 1515hrs on Tuesday, September 6 at West Wilts Crematorium in Semington. It will be a service only before Edwards is repatriated to Ireland for burial at a later date. Maggie has requested that attendees wear colourful, casual clothes and no black attire.

*subject to booking fee & t&c's



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RACING NEWS



Contributors are sought

MOTORSPORT UK AWARD NOMINATIONS OPEN

Motorsport UK is seeking nominations for its latest annual club and volunteer awards that are entering their 30th year.

The awards recognise clubs, volunteers and organisations for their outstanding contributions.

Rescue and safety official Charley Webber, Dukeries Motor Club and the team behind the Old Forge Mewla Rally were the winners of Motorsport UK's 2021 volunteer, club and organising team of the year awards respectively. All three awards return this year.

Motorsport UK this year is also inviting nominations for recipients of Long Service Recognition Certificates for officials with more than 40 years' service.

Nominations for all awards close on October 31 and winners will be announced in December. You can put forward nominations at: motorsportuk.org/the-sport/awards/.



Gravett: new surroundings GRAVETT IN EXCEL88 MINI JCW SWITCH

Mini Challenge JCW racer Bradley Gravett has joined Excel88 Motorsport with immediate effect for the rest of this season and for 2023.

Gravett, son of 1990 British Touring Car champion Robb, had been racing with Graves Motorsports and sits 14th in the standings. The 28-year-old will race for multiple championship-winning Excel88 in the remaining two rounds of 2022, which are at the Silverstone and Brands Hatch GP circuits, then he will return for a full season next year.

Gravett's ultimate goal is following in his father's footsteps to compete in the BTCC. He had a year in Mini Challenge Trophy in 2020 then joined the JCW grid last season and finished third in the Rookie Cup. This year he took a career-best seventh-place finish in the Donington Park season-opener meeting.

Gravett said: "The team is one of the most professional in the British Touring Car paddock, and I feel that it provides me with the tools that I need to develop as a driver and to take my racing to the next level."

HUNT SEEKS C1 REMATCH WITH GIRLFRIEND WATTS

Son of F1 World champion enjoys C1 Brands action and wants more in 2023

Photos: Gary Hawkins, Jakob Ebrey

By Graham Keilloh

Endurance racer Freddie Hunt is looking for a rematch after going head-to-head with girlfriend Aimee Watts in the recent three-hour Citroen C1 Endurance Series race at Brands Hatch.

C1 and Mini racer Watts – sharing her car with her father, former British Touring Car Championship racer Patrick – finished fifth and Hunt's C1 was 14th.

Hunt, son of 1976 Formula 1 World champion James, is competing in Le Mans Cup this season, sitting fifth in the LMP3 standings, and made his European Le Mans Series debut last weekend at Barcelona.

Hunt told Motorsport News: "Aimee started racing a couple of years ago, has been racing in the C1s with Patrick, and he said would you like to come and join for a round?"

"Aimee and I were given the opportunity, would you like to drive with each other or against each other so we opted for the latter of course.

"I've done a few front-wheel-drive races before and I've never got on with them that well but the C1 actually drove really well, it was very good balance and it was really fantastic racing. Aimee and I were competing hard.

"Hopefully we'll get to do it again, a rematch. We've called it a draw, because I was quicker in qualifying, she was quicker in the race so it's one-all, so we need a decider.

"Unfortunately the Snetterton round, their last race of the season is also my last race of the season in Le Mans Cup, so [the rematch] might not be until next year."



Hunt and Watts raced rival C1s



Rubio enjoyed the C1 and drove well on his debut at Brands

BTCC ENGINE MAN EYES MORE C1

Swindon Powertrain technical director Sylvain Rubio is eyeing more racing after making his competition debut in Brands Hatch's C1 Endurance Series event racing alongside British Touring Car star Josh Cook.

Rubio, of long-time BTCC engine partner Swindon Powertrain, initially considered the three-hour race a one-off and a 40th birthday present. Cook's BTC Racing team-mate Jade Edwards was among the car's crew.

Rubio climbed to third place but the car finished 35th after a host of problems including a puncture, and the resultant wheel change not counting as a mandatory stop because Rubio didn't leave the car, and a later penalty when Rubio didn't

scan his wrist band exiting the pits.

Rubio told Motorsport News: "It's been a couple of years that I've been considering [racing]. And then I mentioned it to Josh Cook once in the pitlane, and he said you should do it, I'm going to help you.

"I've made all the possible mistakes I could make [in the race] but I know what to do next time now. My team-mate said they would give me a 10 on driving skills but a zero on admin and strategy.

"I like driving them [C1s], it's extremely cost effective, it's fun, it's pretty close racing. There are two events left this year, maybe we'll try to do one, again with Josh and Jade, and then maybe next year the 24 Hour at Silverstone."

THOUSANDS RAISED FOR MND IN KART EVENT

The latest Racing4Charity endurance karting race for the MND Association took place at Thruxton last week and was won by Team Bennie & The Jets for the second year running.

The event is organised by Bill Williams and sportscar legend David Brabham, and held in memory of Williams' brother Gideon who lost his fight to Motor Neurone Disease in July, and Neil Cunningham who lost his life to MND in 2016.

The two-hour race's winning team – Ben Davis, Oliver Warner, James Dennison and Paul Streather – got the Gideon Williams Memorial Trophy. Streather also for the second year won the Neil Cunningham Trophy for fastest race lap, and got the new John Cavill-donated

Gideon Williams Pole Position Trophy.

The race also had a Team GB3/GB4 including GB3 leader Joel Granfors, and a Team Farmer Harper with British GT champion Rob Collard alongside sons Ricky and Jordan.

Nearly £5000 was raised on the day and Racing4Charity's fundraising continued over Thruxton's British Touring Car weekend, with Williams holding a motorsport memorabilia auction.

Williams said: "Motorsport was in Gideon's blood. As Gideon's health failed, due to MND, he had one request of my time – to run a kart race every year in his memory. Obviously, the answer was yes. I will never, never forget Gids and the kart race last Thursday was the best I have ever organised."



Williams' "best ever" kart event raised cash

RALLY NEWS

Photos: Red Bull Content Pool, mcklein-imagedatabase.com

Title-winner Llarena was thwarted by a huge crash



LLARENA WINS IT THEN BINS IT

New European champion hospitalised after high-speed Czech rally crash

By Graham Lister

Efren Llarena became European champion without turning a wheel last week – then suffered a broken vertebra in a high-speed crash.

The 27-year-old followed Andreas Mikkelsen as the latest ERC title winner when his only challenger, Simone Tempestini, pulled his Barum Czech Rally Zlin entry after he failed to secure enough cash to take part.

But what should have been a high-speed victory parade for Llarena and co-driver Sara Fernandez was cut short when the Spaniards crashed heavily on the third stage of the Tarmac event.

"I hit a pole with the wheel, which caused the steering to break and we went head-on into some tree. Sara is fine, I have a broken vertebra," said Llarena, who formed part of

the Team MRF Tyres line-up.

Of his ERC title success, Llarena, who Motorsport News highlighted as a driver to watch in a 2020 feature, said: "It's a dream which started four years ago when we were the first crew to compete in the ERC with the colours of Rallye Team Spain. We achieved the ERC3 Junior championship and also the ERC3 championship and now, to get the overall title, it's fantastic."

After finishing runner-up to Mikkelsen in the ERC last season, Llarena attracted support from Indian tyre firm MRF for 2022. After a troubled start to his campaign in Fafe, Llarena scored his maiden ERC victory in the Azores, also a first for MRF.

"This is a very important year for MRF," Llarena said. "We tried our best and put all our effort into the tyre development, we worked really hard



The champ celebrated early

in one direction. It has been great work from everyone: the engineers, the team and everybody who has been involved."

For Fernandez, who was given the all-clear following a check-up in hospital, this is her second ERC title due to Mikkelsen being partnered by several co-drivers in 2021.

Llarena, the first Spanish ERC champion since Antonio Zanini in 1980, now faces a battle to be fit for the European championship finale,

which has been scheduled to run as part of his country's World championship counter, albeit over three days rather than four, from October 20-22.

ERC boss Iain Campbell said Llarena and Fernandez had "performed exceptionally all season" before revealing that WRC Promoter, which promotes the European championship, had tried but failed to get Tempestini on the start ramp in Zlin in order to prolong the title battle beyond round seven.

"We actively pursued all opportunities to guarantee Simone Tempestini's participation in the event," Campbell said. "We did this to ensure our full support for the rally and for the championship."

Despite missing the trip to Zlin, multiple Romanian champion Tempestini is due to contest Spain's ERC decider next month.

KING OF ZLIN KOPECKY DIGS DEEP FOR 10TH VICTORY

Jan Kopecky reckons his record-extending 10th Barum Czech Rally Zlin victory was "one of the most difficult" after changeable weather conditions made for a challenging penultimate round of the European championship last weekend.

Kopecky won Friday night's superspecial in central Zlin, slipped to second after a wrong tyre call on the rain-hit SS2 before regaining a lead he wouldn't relinquish on stage three.

"This one was one of

the most difficult wins of them all because the conditions were really crazy," said Czech Kopecky, 40. "Even today, the rain was following us on every single stage."

Czech Filip Mares, who beat Briton Chris Ingram to the ERC1 Junior crown in 2019, finished second with Austrian Simon Wagner making it a Skoda podium lockout after he held off WRC2 star Erik Cais for third. Local driver Cais was 2.5 seconds behind Wagner starting the Powerstage but was slowed by a puncture.



Kopecky added yet another Zlin win



Pellier has earned five-round programme

PRIZE WINNER PELLIER SECURES WRC RETURN

Laurent Pellier has secured a World championship return in 2023 – after a gap of six seasons – as his prize for winning the Junior ERC crown.

Pellier, whose last WRC outing was in Corsica in 2017, put the title beyond doubt on Barum Czech Rally Zlin last weekend by securing his fourth win of the campaign in an Opel Motorsport Corsa Rally4 alongside

female co-driver Marine Pelamourges.

"It's crazy that we are champions," said Frenchman Pellier, whose Junior ERC season was his reward for winning the ADAC Opel e-Rally Cup in 2021.

Pellier, who also took Junior ERC honours on Rally Islas Canarias, Rally Poland, Rally di Roma Capitale, will contest next season's five-event Junior WRC in a Ford Fiesta Rally3.

LEGEND VATANEN BACKS STRUGGLING BREEN

Ari Vatanen has come out in support of Craig Breen after the Irishman's Ypres Rally crash meant he hasn't completed a World championship event distance since Rally Italy in early June.

Vatanen, who became World champion in 1981 after winning the British crown the previous year, posted this message on Breen's Facebook page: "Craig, head up, look far ahead.

The sun is just behind the clouds".

Along with the events in Estonia and Finland, Ypres was an event Breen had earmarked as a rally where he could potentially score big points. Instead, he left Belgium without a solitary score.

"For everybody inside the team and the fans it's not so much fun at the moment, but we're all trying our best," said Breen, who was classified 63rd following his restart.



Breen last saw a finish when he contested Rally Italy in June



Fourmaux will miss Acropolis

FRENCHMAN FOURMAUX BENCHED FOR ACROPOLIS RALLY FOLLOWING CRASHES

M-Sport has pulled Adrien Fourmaux's Acropolis Rally entry, citing a lack of time to repair the Ford Puma Rally1 he wrecked during his penultimate-stage crash on last month's Ypres Rally.

Fourmaux's exit from a

seemingly certain fifth place in Belgium was the latest slip-up of a troubled 2022 campaign alongside co-driver Alexandre Coria.

Rather than attempting to ready six Pumas for round 10 of the World championship season in

Greece, M-Sport will focus on its five-car effort headed by nine-time WRC title winner Sebastian Loeb. A statement from Malcolm Wilson's squad read: "It is not possible for the team to repair Adrien Fourmaux's car in time for

Acropolis. It means Adrien and Alex will not compete in Greece, but the crew will travel with the team to take part in [the] recce in preparation for the future."

Frenchman Fourmaux posted on Facebook: "I want to thank Malcolm Wilson and the

whole M-Sport team for the trust given to me, with the sole purpose of proving to them that together we can do great things."

In addition to Loeb, Pierre-Louis Loubet and Jourdan Serderidis are set to return to the M-Sport line-up in Greece.

RALLY NEWS

CASTLE COMBE RALLYDAY IS GO FOR 2023 EXTRAVAGANZA

Gwyndaf Evans tops the stars for Wiltshire race circuit gathering

Photos: 598media.com, Motorsport Images, Ben Lawrence, mcklein-imagedatabase.com



Fans will get a close-up view



Rally legend Gwyndaf Evans will visit the event

By Paul Lawrence

The best of British is a key theme of this year's Castle Combe Rallyday as the Wiltshire race circuit is turned over to a celebration of rallying on Saturday, September 17.

As well as a raft of cars on show, Rallyday will include lots of on-stage action, headlined by the Rallyday Legends stage, which will use a different, more challenging stage to that used for the other on-track sessions. For an hour in the middle of the day, the star drivers and cars will be in action on the Legends stage where British Rally champion Gwyndaf Evans will be one of

the leading stars.

The Rallyday Legend stage incorporates sections of the track and paddock used on the Castle Combe stage of the 1983 RAC Rally. The usual demo stage, will use the section of circuit from Camp to Quarry.

Cars from BGM Sport will be a major draw with Ian Gwynne and David Higgins on hand to drive them. The team plans to take at least six cars, including an ex-Hannu Mikkola Audi Quattro Sport S1, an ex-Prodrive BMW M3 and an ex-Juha Kankunen Subaru Impreza WRC.

To buy tickets for the Rallyday, visit castlecombecircuit.co.uk/shows/rallyday/17/09/2022.

PAYNE CHASES BTRDA POINTS ON WOODPECKER

Elliot Payne could move a step closer to the BTRDA Gold Star title this weekend if he can scoop maximum points on Saturday's Woodpecker Rally.

The Yorkshire youngster already has two wins and two seconds from the five events run to date and another maximum would strengthen his place at the top of the table going into the

final two rounds, the Trackrod Rally at end of September and the Cambrian Rally a month later.

Drivers count their best six scores from the eight events and Payne didn't score on the season-opening Malcolm Wilson Rally after his Ford Fiesta Rally2 suffered suspension damage. Though Richard Hill

(Mitsubishi Lancer E9) currently tops the Gold Star points after five good scores, he will struggle to stay ahead once dropped scores become a factor. Stephen Petch, Matthew Hirst and Perry Gardener are the other key players and it is Hirst who could be the biggest challenger to Payne. With two wins, including on the most recent Nicky Grist

Stages, Hirst is possibly the driver best placed to come between Payne and a maximum score on the Woodpecker.

After an eight-week summer break, the BTRDA Rally Series resumes with a capacity entry of 170 cars for the Ludlow-based event, which features stages in Haye Park for the first time since 2019 and Radnor.



Payne has one hand on the BTRDA Gold Star title



Hayden Paddon has made WRC appearances this term



Keith Cronin sits on top of the British rally points table

PADDON JOINS BRITISH RALLY CHAMPIONSHIP FIGHT FOR RALI CEREDIGION

Osian Pryce will lead a star-studded field away from Aberystwyth this Saturday for the second running of Rali Ceredigion.

Pryce won the first edition of the event back in 2019 in a Hyundai i20 R5 but will take on Wales' only closed public road rally in a Volkswagen Polo GTI R5 this time around. He'll resume his British Rally Championship title fight with Keith Cronin – the pair heading to Wales with two wins apiece so far

this season. Alongside regulars Ruairi Bell, James Williams, Jason Pritchard, Garry Pearson and Elliot Payne, Hayden Paddon will take on the best of Britain in an Albatec Racing i20 R5 – taking part in the Tour European Rally series which joins the BRC and Asphalt Rally Championship on the event.

The dark horse, though, is perhaps Meirion Evans who is fresh from winning his first international rally and led in 2019 before

crashing into a lake. The Welshman told MN: "I've got nothing to lose in a way, we've done everything I set out to do this year already. I've won in Scotland, England and Northern Ireland now so there's only Wales left..."

Evans could potentially face a dilemma if he is leading the rally ahead of Pryce, as Pryce – who is run by the family Melvyn Evans Motorsport team – is in a championship fight while Evans

isn't. But Evans isn't planning any team orders.

"I let him win in 2019, so I'm not going to give him another one!", he said. "On the Jim Clark we were fourth overnight and I said that morning we'd have probably let him go to get some points, but if the win's on the line there [on Rali Ceredigion] I can't see myself giving it to him to be honest. But it'll be tough to beat him, and Keith to be fair."

CAVE RETURNS TO RALLYING IN ELECTRIC VAUXHALL CORSA

Tom Cave will return to rallying for the first time since July 2021 on Rali Ceredigion, competing in a Vauxhall Corsa-e from Myerscough College.

Cave is seeded and will be taking part in the rally with new co-driver Will Atkins but has a very different objective to 2019 when he last took on Rali Ceredigion and finished second overall in a Hyundai i20 R5.

Cave told MN: "The organisers of the event asked me to drive the car and of course I was going to say yes because it's a good opportunity to drive an electric rally car. "I've driven all sorts of rally cars in the past but nothing that's electric so it's going to be a new adventure. "We want to showcase what the car can do and show its potential, nobody

really knows much about a Vauxhall Corsa-e so it's important we can prove to Motorsport UK and to the organisers that running an electric car does work on a stage event," Cave added.

"My instructions, shall we say, from the organisers are obviously to make sure we finish and put in some fast times against the Rally4 cars as this is what the chassis of the car is based on. And basically just introduce an electric rally car into British rallying."

Cave's outing isn't necessarily a sign he'll be back competing regularly going forwards though. "Of course I want to be out there competing but at the moment there's just nothing really for me to aim for because we don't have the right resources in place basically," he said.

CO-DRIVER FAIR TO DRIVE ON MULL

Scottish co-driver Cameron Fair will tackle his very first rally as a driver when he starts October's Mull Rally in a Vauxhall Nova.

Fair, Jock Armstrong's regular partner in the Scottish Rally Championship, recently bought the car to satisfy an itch of doing some rallies behind the wheel. He currently lives and owns a business on Mull.

Fair told MN: "You make a bucket list of things you want to do, things you want to achieve and that's one of them: I want to do a few bigger rallies driving. You're never getting any younger, you never quite know how long certain rallies will be around for. Mull this year is a very exceptional route – you've got the town stage, driving past the business, a 31-miler on Saturday night and I don't think things like that will be around for much longer. I'd like to just dabble."

Fair will be co-driven by Jonathan MacDonald who has never called notes before. "It's a bit like a Russian Roulette, who's going to mess up first!" Fair joked. "But Jonny's really keen and he's wise enough, we'll have a good laugh and that's the main thing for me I want to enjoy it."



VW man says Irish challenge is now on

EVANS AIMS AT ANOTHER IRISH TARMAC RALLY CAMPAIGN

Volkswagen battler buoyed by recent Ulster triumph and wants more

By Martin Walsh

Welshman Meirion Evans hopes his Ulster Rally victory will be the springboard to a successful campaign in next year's Irish Tarmac Rally Championship.

His VW Polo R5 triumph in Ulster was Evans' maiden success in a round of the ITRC.

Evans moved into the lead when overnight leader Desi Henry retired his Ford Fiesta

Rally2 on Saturday's opening stage. "It's been a long time coming, too many seconds, but finally, I have got a win," said the Lampeter driver as he paid tribute to his rival and Tarmac champion Josh Moffett. "Josh deserves it. He's been the best of the lot of us all season. For me, it's my second time in the championship and we have run him close to the end and we have got a win. With some experience we can build and go a bit faster next year. I really enjoyed West

Cork and Donegal. Galway always provides a pretty good challenge but it is hard to enjoy it with the weather." On the issue of double points for the final event, he added: "Double points will always leave the championship open until the last round. There was a lot for Josh to lose, he could have thrown a year's good work away. For those of us chasing, it leaves it open, perhaps we can have a more serious chat about it over the winter."

STRONG RESPONSE TO THREE SHIRES

The Three Shires Stages is heading for a capacity field after more than 130 entries were taken for the Sunday, September 18 rally.

A reserve list has now been started for the rally, which is the penultimate round of the Asphalt Rally Championship. The event runs on closed roads in Herefordshire, Worcestershire and Gloucestershire and will have a new rally base at HJ Pughs and Co in Ledbury. The rally will feature a

ceremonial start in Ledbury town centre from 1800hrs on Saturday, before 60 competitive miles across 12 stages on Sunday.

Leading Asphalt Championship contenders John Stone, Neil Roskell and Steve Wood are all entered along with more R5 and Rally 2 cars for Stephen Simpson, Mark Kelly, local driver Roger Moran, Damien Cole and 2019 winner Martyn England, who is stepping up to a Ford Fiesta Rally2.



There is a packed entry for the Three Shires

ROAD RALLY ROUND-UP

PUMAS ON THE PROWL

The trio of West Wales Ford Pumas that have contested so many Targa rallies this season were at it once again on the Venta Silurum as they took the top three places, with Dan Morris and Geth Johnson emerging as winners on this occasion.

The second running of the Caerwent-based event had 68 starters tackling four loops of three tests each; this provided over 90 minutes of competition.

Gary and Bradley White were fastest on Test 1, but after a problematic event they slipped down the order and retired on Test 7.

The Peugeot 106 of Dafydd-Sion Lloyd and Steffan Davies became the interloper in the Puma party. They took the lead until Test 9, when they picked up a puncture and dropped to fourth. They, along with two others, beat the bogey on Test 10, but then slid over the finish line and added 30 seconds to their total. On Test 11 a shaft

broke and they were out. Top seeds John Davies and Nick Bloxham led at one point but suffered two punctures, one caused by a rifle cartridge, and could only finish in third place.

A 20s penalty for a missed manoeuvre on Test 2 dropped Morris/Johnson to 13th place, but they recovered to take the lead with four tests remaining and finished nine seconds ahead of Ethan Davies/Dafydd Evans.

Ian Mills

Results
Venta Silurum Targa
Organiser: Forrester's Car Club
When: August 21 **Where:** Caerwent
Championships: BTRDA, CSMG and ASWMC
Tests: 12 (40 miles)
Starters: 68
1 Dan Morris/Geth Johnson (Ford Puma) 95m44s; 2 Ethan Davies/Dafydd Evans (Ford Puma) +9s; 3 John Davies/Nick Bloxham (Ford Puma); 4 Huw Morris/Alan Williams (Ford Focus); 5 Lewis Davies/Craig James (Ford Escort); 6 Jamie Jones/Craig Baker (Ford Fiesta); 7 Lewis Clarke/Oliver Luxton (Ford Fiesta); 8 Robert Milligan/Nic Jones (Austin Mini); 9 Chris Woolley/Jamie Woolley (BMW E30); 10 Lucas Redwood/Zak Linham (Ford Sierra).
Class winners: Max Hughes/William McKenzie (Ford Ka); James Fewell/Alex Fewell (Ford Puma); Bledwyn Thomas/Sam Weller (Ford Escort).

UK RALLY CHAMPIONSHIPS OUT TO TENDER

Six major UK Rally Championships are going through a tender process to select the organiser and promoter for the next three years.

The organising rights for British Asphalt, British Historic, English, Scottish, Welsh and Northern Ireland Championships were all put out to tender by Motorsport UK in mid-August.

Tenders were invited from any parties interested in taking on the running of these championships for the next three years and the decisions from Motorsport UK

are expected to be announced by late September or early October.

Currently, the BTRDA has the contract for the Asphalt and English championships while the Roger Albert Clark Rally Motor Club holds the historic franchise.

At this point, there is no news on who has tendered for each championship and if any new parties have submitted tenders.

However, once the successful parties are announced work will need to push on rapidly settling championship calendars and formats for 2023 and beyond.



Asphalt Championship is one that is under the spotlight



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SPORTING SCENE NEWS

BRISCA F2 ROUND-UP

Rygor signs off with winning style



Marcus Gilbert was in top

The weekday summer season at Smeatharpe Stadium near Taunton concluded with a successful night for James Rygor.

Rygor scorched to a hat-trick of victories, winning both his heats and repeating the feat in the final. The one-time World champion scythed through to the top six within a couple of laps, then picked off leading pair Charlie Knight and Nathan Maidment to move ahead before half-distance. From there it was plain sailing, despite a caution period. Matt Stoneman got the better of Charlie Lobb on his way to second, and withstood a last-bend challenge from Steven Gilbert who came off worst. That left the Cornishman spinning down to eighth, with Tommy Farrell the main beneficiary.

Marcus Gilbert was victorious on the shale at Mildenhall. He passed earlier leader Connor Blake in the first quarter of the race and could not be overhauled, despite the best efforts of Luke Woodhull and Dave Polley. Woodhull applied pressure either side of a stoppage before being passed by Polley. But Polley was unable to catch Gilbert, while Woodhull lost third to Charlie Guinhard on the final bend.

At Cowdenbeath, Chris Burgoyne took the spoils, catching and passing English visitor Jonathan Hadfield with five laps to go.

Mark Paulson

Results
Organiser: Autospeed **When:** August 22 **Where:** Smeatharpe Stadium, Taunton **Starters:** 23.
1 James Rygor; 2 Matt Stoneman; 3 Tommy Farrell; 4 Jamie Avery; 5 Leah Sealy; 6 Sam Weston; 7 Jack Bunter; 8 Steven Gilbert; 9 Ben Farebrother; 10 Shane Hector.

Organiser: GMP Scotland **When:** August 27 **Where:** Cowdenbeath Racewall **Starters:** 14.
1 Chris Burgoyne; 2 Jonathan Hadfield; 3 Liam Rennie; 4 John Hoog; 5 Steven Burgoyne; 6 Craig Wallace; 7 Mika Millar; 8 Paul Reid; 9 Peter Watt; 10 Steven Forster.

Organiser: Spedeworth **When:** August 27 **Where:** Mildenhall Stadium **Starters:** 20.
1 Marcus Gilbert; 2 Dave Polley; 3 Charlie Guinhard; 4 Luke Woodhull; 5 Billy Webster; 6 Danny McCarthy; 7 Reece Cox; 8 Pat Issitt; 9 Charlie England; 10 Jack Issitt.

Organiser: Mendips Raceway **When:** August 28 **Where:** Mendips Raceway **Starters:** 24.
1 Adam Rubery; 2 Tommy Farrell; 3 Steven Gilbert; 4 Jamie Jones; 5 Nathan Maidment; 6 Paul Moss; 7 Rebecca Smith; 8 Jessica Smith; 9 Adam Paling; 10 Dan Kent.

ENTRIES ARE STILL OPEN FOR COVENTRY'S MOTO FEST RETURN

Closed-road sprint to feature as part of the city's motoring celebration

Photos: Coventry MotoFest, Ant Jenkins, Tom Banks, Colin Casserley



The streets will come alive

By Matt James

Entries are still open for the third closed-road sprint that will take place as part of the MotoFest Coventry, which takes place next weekend (September 10-11).

The event, which has been on hiatus for the last two seasons, will return and feature two rounds of the BARC Connaught Speed Championship. The events, which will take place on a specially created one-mile course on the city's ring road, are open to sportscars and saloons, but single-seaters are unable to take part due to licensing rules.

The event celebrates the motor industry in and around the city, and will feature displays of supercars, while a special showcase will be presented surrounding electric cars. There will also be other

demonstrations of racing machines, high performance cars and static displays.

James Noble, MotoFest Coventry Festival director, said: "We are excited to welcome the return of the supercars to MotoFest.

"The Supercar Driver Club has always proved a real crowd pleaser during previous festival appearances, and I am sure they will wow visitors again this year. It's great to have them onboard and it's another exciting addition to a supercharged programme of two- and four-wheeled action across the festival weekend."

There will also be a free-to-attend music concert, named the MotoFest After Party, in Warwick Road.

Details of how to enter the event can be found at barc-midlands.co.uk/about-the-centre/2022-motofest-coventry-sprint/.

BHC TITLE RACE HEADS FOR FINAL ROUNDS

The battle between Wallace Menzies and Alex Summers for this year's British Hillclimb Championship is set to go down to the wire over the two remaining events at Prescott this weekend and at Loton Park at the end of September.

Menzies, the reigning champion, has a five-point advantage over Summers, who was champion in 2015. However, both drivers are now dropping scores and will count their best 24 scores from the 29 events due to run.

Once dropped scores are factored in, Summers is really only two points

behind as he has three seven-point scores to drop as well as one eight, while Menzies has four eights to drop. Such has been their consistency this season, that both drivers will probably end the season dropping points scored for third-place runoff finishes.

Summers knows that the two points he is adrift of Menzies are critical, and he needs to beat his rival in at least two of the remaining four championship runoffs to have a chance of taking the title.

Summers said: "Wallace is two points ahead now on dropped scores. If I have

another shocker like Shelsley Walsh, then that's the championship over for me. We just got the tyre strategy wrong. I need four decent runoffs and I think we have a good car."

A critical factor may be the bonus point available for anyone bettering the outright hill record standing at the start of each event. During the points' scoring runoffs both Summers (nine) and Menzies (eight) have claimed bonus points this year and it is possible that their intense competition will take them under the record at either Prescott or Loton Park or both.



Menzies is on top of the pile



Bleasdale sealed crown in Wales

BRITISH RALLYCROSS TITLE WINNERS CROWNED IN WALES

A number of champions were confirmed in the British Rallycross 5 Nations Trophy support classes in the double header meeting at Pembrey last weekend.

Jason Bleasdale was forced to commandeer brother Darren's similar Vauxhall VX220 for the second day of proceedings after his own car's engine failed, but he secured his second straight Supernational title.

Another pair of wins for Dave Bellerby

was enough for him to secure the BMW Mini crown, while David Bell claimed the ALL4 Mini title, despite being beaten to final victory by newcomer Edward Stallard on Saturday.

Ben Hardy was twice on the podium to net the RX150 title while, in the Retro Rallycross championship's two sub-classes John Cross (Super Retro) drove his Lancia Stratos to a victory on Saturday to put the title out of reach while Tony Lynch twice won in the

Retro class for up to 1600cc machines to claim the crown.

The Junior and Swift Sport classes will go down to the final round at Lydden Hill in November with Max Langmaid and Max Weatherly leading the respective standings.

The headline Supercar category in the British Rallycross Championship 5 Nations Trophy will travel to Dreux in France next month for its ninth of 11 rounds.

BRISCA F1: ODSAL, BRADFORD BY COLIN CASSERLEY

AUGUST 27

FORD TAKES AN EMOTIONAL FIRST FINAL VICTORY

In his first season of BriSCA F1, Daniel Ford has quickly adapted to the big league after seasons in BriSCA F2. Following a heat race win at Bradford's July meetings, Ford chalked up his first final victory on Saturday at the Yorkshire venue.

Lewis Galer and Tom Brown fought for the lead from the drop of the green flag but they were

soon overhauled by Ford. Behind the leaders, Mat Newson broke free from a tussle with Lee Fairhurst and began to make progress through the field.

John Frost brought out a yellow flag when he tipped his machine over in Turn 3. Ford kept the lead on the restart, but Sam Makim, Mat Newson, Jake Walker and Austin Moore engaged in a fierce battle for

second. Newson eventually took possession of the spot but he was unable to close in on Ford.

Makin held on for third, but Walker and Moore tangled and put themselves out of contention. Belgium driver Jordy Lemmens inherited fourth in the closing stages of the event.

Ford said: "It was an emotional one. I really wanted to win that one, my grandad passed away

recently and didn't get the chance to see me race an F1 but we kept him informed on how I was doing. I had tears in my eyes after I got out of the car and saw how much it meant to my dad."

Results
Organiser: YorStox, BriSCA F1 **Where:** Odsal Stadium, Bradford **When:** August 27 **Starters:** 27
1 Daniel Ford; 2 Mat Newson; 3 Sam Makim; 4 Jordy Lemmens; 5 Lewis Galer; 6 Mal Brown; 7 Neil Shenton; 8 Joff Gibson; 9 Tom Brown; 10 Jake Walker.




Ford (18) paid tribute to his grandad after victory

HISTORICS

DOWN THE PUB

RICHARD ATTWOOD

BRM driver
Age: 82 Lives: Wolverhampton



BRM enthusiast: Attwood

He was at Classic Nostalgia at Shelsley
“Well, I find that I usually go to Shelsley Walsh once a year. I heard about the BRM celebration for 60 years since Graham Hill won the F1 title in 1962 at Classic Nostalgia and thought that I ought to be there. It’s only 38 miles away so I thought I could make it!”

He’s a fan of the venue
“I just love the atmosphere at Shelsley. It’s amazing, because it’s like the old days and almost all the people are like the old days as well. They’re so well behaved and they say hello, which is amazing today. It’s such an old-world place and I love it and the atmosphere.”

He drove his own BRM P261
“I drove it last at the Goodwood Revival last year. I’ve owned it with a partner since about 1996 and David Owen from BRM endorsed everything about the car, which helps enormously. There was a bit of sponsorship as well, which helped us at the time. I’ve got a new partner in the car now, but he’s like a sleeping partner. So, it was very nice to drive that car at Shelsley. It’s a lovely car anyway, but it likes to stretch its legs. It’s not an ideal car for a hillclimb and you’ve got to keep the revs up. My first run was a bit better than the second run off the line.”

The car is for sale
“It was great to be in it again but that was possibly the last time I’ll drive it, I don’t know. It could be the last time I drive it as it is for sale with Hall and Hall. So, if somebody comes along, they’ll snap it up and it’s on the button.”

He admires the BRM heritage
“BRM was very British and started by Raymond Mays and Sir Alfred Owen ended up being the only guy who would carry it through. There must have been 50 different companies involved when it started but they all fell away and Sir Alfred was the one who made it happen. Without him we wouldn’t have any BRM history. David has been really helpful and has carried on what his father did, really. So long may the BRM story continue.”

DETAILS MAPPED OUT FOR HISTORIC RALLY FESTIVAL SPECIAL

October event beginning to take shape with fresh initiatives for 2022

By Paul Lawrence

The organisers of the Historic Rally Festival have given Motorsport News an exclusive update on plans for the October 15-16 demonstration special stage event.

From a rally base in Telford, Saturday’s stages will be on the site of the former Ironbridge Power Station. Saturday evening from around 1830hrs will feature a recreation of the 1993 RAC Rally stage in Weston Park, which will also host Sunday’s stages.

Event organiser Warner Lewis says they are now confirming entries and only have a few spaces left for rally cars from the 1960s onwards.

There will be chances for spectators to get close to the cars and crews, both on Saturday evening and during Sunday,



Photos: Paul Lawrence

Classic Rally car will be in flight

including an autograph session in the lunch break on Sunday. “The Power Station stage has all been scraped and cleaned and everything’s ready to go,” said Lewis. “The stage is just over two miles and it is going to be run twice in each direction. Reversing

the stage actually changes it totally. One way is very fast and the other way is very technical.” Sunday features six demonstration stages in Weston Park, with a real twist for the last two stages of the day. “For the first time ever, we’ve managed

to get a seven-mile stage in Weston Park,” said Lewis. “Those are the last two stages of the afternoon. There are no splits or merges. We’re using some of the gravel roads that go up over Tower Hill, so it’ll be a mixed surface for the last two stages.”

EDWARDS READY TO RESTART HISTORIC TITLE ATTACK



Edwards needs to land big points on the Woodpecker

British Rally champion Matt Edwards will resume his bid for the British Historic Rally Championship on Saturday’s Woodpecker Stages. After a long 15-week summer break, the BHRC restarts for three more rounds across September and October and Edwards will spearhead a bid to take the crown for the Rallysport Developments Fiat 131. The Ludlow-based event is making its debut in the BHRC schedule and has a 40-strong

historic field. With the best five scores from six rounds to count, Edwards needs to score well on the three remaining rounds as he already has a zero score from not contesting the season-opening Riponian Rally. Heading the BHRC points into his home rally is Henri Grehan (Ford Escort Mk2) while Nick Elliott, in another Fiat 131, is also in contention despite not finishing the Plains Rally in May after engine problems.

Croft Nostalgia event back on track this weekend

The Croft Nostalgia event returns this weekend after a four-year break with a full programme of Historic Sports Car Club racing along with live music, parades and car club gatherings. Topping the 19-race programme will be two more races for Historic FF2000, as the fierce title battle between Benn Simms and Graham Fennymore heads into the deciding stages. Samuel Harrison will bid to win four races as he tackles double headers for Historic FF1600 and Historic F3. With the FF1600 title won, Harrison could add a second in the one-litre F3 clash.

INGLIS AND CHISHOLM TARGET BTRDA HISTORIC CUP SPOILS

Scottish crew Grant Inglis and Gavin Chisholm will try and move closer to winning the BTRDA Historic Cup on round six, the Woodpecker Stages on Saturday. With four strong scores from five rounds so far, the Ford Escort Mk2 of Inglis has a 39-point lead over Northern Irishman Michael McDaid, who has only contested two rounds to date in his Escort Mk2.



Williams: persistence pays

Williams wraps up Irish Historic title in Ulster run

Welshman Neil Williams has won the historic title within the Irish Tarmac Rally Championship in his Ford Escort Mk2. Williams clinched the crown on the final round, the Ulster Rally, and his co-driver Anthony

O’Sullivan was confirmed as champion co-driver at the end of the Friday night leg. “Over the moon is an understatement,” said Williams. “The relief in accomplishing my goal was a tremendous feeling. I really enjoyed the

dark stages on Friday night in Ulster. It was 27 years since I’d done a stage in the night.” Williams, based in Carmarthen, crossed the Irish Sea regularly in pursuit of the title and has been rallying in Ireland for more than 15 years.

IN BRIEF

Seager’s attack
The MG Midget of Bob Seager is set to be the only Category 1 historic car on this weekend’s Woodpecker Stages, round four of the BHRC. With Bob Bean next due out on round five, the Trackrod Rally, in his Lotus Cortina, Dorset-based Seager will return to rallying in his 1967 Midget that last tackled gravel action on the 2019 Roger Albert Clark Rally.

Juniors on tour
The Formula Junior Historic Racing Association is planning a two-event Baltic Tour next June with races at the Bikernieki Circuit in Latvia and the Porsche Ring in Estonia on back-to-back weekends. The trip, based around the weekends of June 9-11 and June 17-18, follows the first Formula Junior Baltic Tour held in 2018.

Barton tribute
Andy Barton, one of the most revered and competitive racers in the early years of the Croft circuit, will be remembered during this weekend’s Classic Nostalgia race meeting. Barton, who died in June aged 77, was one of first two drivers to average more than 100mph for a race on the original Croft circuit in 1978. He shared that accolade with Jim Evans and Jim’s son Richard is racing this weekend in his Formula Atlantic March 79B.

Goodwood is go
The date for the 2023 Goodwood Members’ Meeting has been confirmed as the weekend of April 15-16. This will be the 80th in the run of Members’ Meetings, following a tradition that started in the early days of the circuit in 1948. It is one of the latest dates used so far since the Members’ Meeting was revived in 2014 and comes a week after the Easter weekend.

Briggs at Croft
Expat Kiwi Warren Briggs will take his Ford Mustang out for the first time this season in the Historic Touring Cars races at his local Croft circuit this weekend. Briggs has concentrated so far this year on his Can-Am and Historic F1 McLaren but will now start favourite for the Croft Touring Car double-header.

Collis in hot seat
With his regular driver Matthew Robinson taking a sabbatical from rallying, Sam Collis will co-drive for Robert Gough (Ford Escort Mk2) on Saturday’s Woodpecker Stages. The Ludlow-based event is the local rally for Gough who will join his father Richard on the entry list. Richard, a former overall winner of the Woodpecker, is bringing out his fabulous ex-Ari Vatanen Ford Escort Mk2 for what has become its annual rally.

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Photos: Motorsport Images, mcklein-imagedatabase.com



The results are in and we've uncovered our readers' favourite Fords. And it is no real surprise that the iconic Ford Escort Mk2 tops the list.

The enduring appeal of the car shows no signs of slowing down, either, with it still turning heads on historic rally stages. It is a car that brings a smile to the face of drivers and stage-side fans alike.

That is also true of the Ford Sierra RS500, which bestrode the Group A touring car arena in the late 1980s. These were cars that simply begged to be driven with their tails out, and that is what made them so popular.

MN editor Matt James said: "The results make for interesting reading and it is a wide selection of cars from so many different formats which have stuck in the minds of our readers."

Turn to page 27 to find out the details of our latest Motul UK-backed survey.

THE ENDURING ESCORT LEGACY HOLDS A SPECIAL PLACE IN THE HEART

Matt James lifts the lid on the results of MN's latest Motul UK-backed poll

RESULTS



1 Ford Escort RS1800 Vote: 24.2%

The front-engined, rear-wheel-drive rallying icon took a while to find its ultimate iteration. The Mk1 came to life in late 1967 but the Mk2 RS1800 was when it really hit its stride on the stages. The car was initially fitted with a two-litre BDG powerplant, but the upgrade to an aluminium Cosworth-developed engine breathed new life into the Escort's story. The RS1800 took 20 victories in the World Rally Championship over a seven-year stretch from

1975 until 1981 with Bjorn Waldegard, Hannu Mikkola and Ari Vatanen all proving adept at taming the beast.

The Mk2's storyline in the World Rally Championship only properly came to an end as Group B was emerging and manufacturers moved away from its production-based machines. But it is the memory of a sideways Escort through the forests – something that is a regular sight even today – that is something that has captured the hearts of our readers.



2 Ford Sierra RS500 Vote: 18.2%

The legend of the Group A tin-top battles, the Sierra RS500 was a long time coming. Initial work on the programme began with Andy Rouse in the British Saloon Car Championship in 1985 with the XR4Ti and it went through the RS Cosworth iteration while the RS500 was being homologated in the background. It finally arrived in 1987.

With development frantic, it was reported that the machine could pump out in excess of 530bhp in qualifying trim and it beguiled the men who tried to control it. It went on to conquer in UK, Japan, Australia, New Zealand and in Germany and left a legacy of touring car memories that are unmatched.

3 Ford GT40 Vote: 13.1%

The early days of Ford's supercar project were a struggle. The initial design, based on a Lola Mk6, was not a huge success in the early 1960s.

However, when the Mk2 came on stream in 1966 and it was fitted with a seven-litre powerplant from a Ford Galaxie. It proved to be a big success and it finally managed to end Ferrari's six-year winning streak at Le Mans. The Shelby-run car was piloted by Chris Amon and Bruce McLaren and they led a 1-2-3 for the American cars.

There were three further wins at La Sarthe for the 40-inch high car – even the Mk1 was pressed back into service in 1968 and 1969, when the regulations changed, and managed to succeed on both occasions. Ford also claimed the International Championship for Makes for the over two litre division in three seasons during a decorated lifespan.



4 Ford Mondeo Super Touring Vote: 13.1%

Ford had never really hit the heights of the Super Touring era.

The category lured a host of manufacturers to the tin-top world in the 1990s but the Blue Oval was simply unable to match up to the expertise of the likes of BMW and Audi.

It wasn't until Prodrive got the nod to field the cars in 1999 that things started to change.

Not that people noticed in that first season with an inconsistent car causing headaches for Anthony Reid and

Alain Menu. The Swiss driver managed to win one race (from pole position at Knockhill), but that wasn't enough to stop Ford finishing bottom of the manufacturers' points.

Things changed in 2000 with a three-car effort as Rickard Rydell joined the line-up. The BTCC was undergoing something of a change with only three works teams and the end of the Super Touring era in sight, but Ford didn't care. The sweet-sounding V6 Mondeo won 11 times and the three drivers, led by Menu, locked out the top spots in the series.



5 Ford Lotus Cortina Vote: 8.1%

The humble Cortina, once it had been under the scrutiny of Colin Chapman at Lotus, was finally homologated at the end of 1963 and made its debut in that season's Gold Cup at Oulton Park.

The British Saloon Car Championship – and the European contest – were being dominated by the big-banger muscle cars, but the nippy and agile Lotus Cortina was soon nipping at their heels. This was no doubt helped by the supreme skills of Lotus's grand prix driver Jim Clark,



who took a whitewash of Class B wins in 1964 to help himself to the championship spoils.

While the original Mk1 is the machine that most associated

with competition success, Australian Frank Gardner used the less popular Mk2, along with an Escort Twin Cam, to claim the 1968 BSCC too.

THE CLASSIC: SILVERSTONE



O'Brien (167, second) was a Junior star

RESULTS

Historic Formula Junior
Races 1 & 2: Michael O'Brien (Brabham BT6)

Historic Formula 2
Races 1 & 2: Ben Mitchell (Martini MK19/21)

MRL Historic Touring Cars
Andy Middlehurst (Nissan Skyline)

Pre-War Sports
Gregor Fisker/Patrick Blakeney-Edwards (Frazer Nash)

Masters Racing Legends
Races 1 & 2: Mike Cantillon (Williams FW07C)

Masters GT4 Challenge
Race 1: Seb Hopkins (Porsche 718 Cayman GT4); Race 2: Freddie Tomlinson (Ginetta G56 GT4)

Pre '66 Grand Prix Cars
Races 1 & 2: Will Nuthall (Cooper T53)

Pre '66 GT Cars
Julian Thomas/Calum Lockie (Shelby Daytona Cobra)

Masters Endurance Legends
Race 1: Jamie Constable (Pescarolo LMP1); Race 2: Tim De Silva (Pescarolo LMP1)

Masters Sports Car Legends
Tom Bradshaw (Chevron B19)

Woodcote Trophy/Stirling Moss Trophy
Roger Wills (Lotus 15)

Thundersports
John Burton (Chevron B26)

Pre '63 GT
James Cottingham/Harvey Stanley (Jaguar E-type)

Pre '66 Touring Cars
Julian Thomas/Calum Lockie (Ford Falcon)



John Burton was a popular Thundersports victor at Silverstone



Tom Bradshaw was well clear in the Masters Sports Car showdown

Michael O'Brien was elated to score a last-gasp Formula Junior win at the head of a top-quality pack on Saturday but then won by a much bigger margin on Sunday.

His pace in the opener was massively hobbled by an electrical gremlin but, with that resolved, he dominated the second race in his Brabham BT6.

In Saturday's early laps, O'Brien battled with Cam Jackson but as Jackson's borrowed Lotus 22 was hindered by a misfire, it was Horatio Fitz-Simon who came through very strongly to wrest second from Sam Wilson as they tagged on behind O'Brien. Wilson then went out when a drop gear stripped in the gearbox.

On the final lap, Fitz-Simon blasted by his former team-mate on Hangar Straight but O'Brien wasn't done and out-fumbled his rival at the final corner to win by a fraction of a second.

On Sunday, O'Brien was in a class of his own.

Another driver to stand head and shoulders above a quality grid was Tom Bradshaw who took the family Chevron B19 to a resounding Masters Sports Car Legends win. However, a mysterious mid-race oil leak and a last-lap front puncture also spoil the Bolton wanderer's evening.

In the later stages the Lola T70 Mk3B of Gary Pearson and Alex Brundle gave chase but the engine went horribly sick and Brundle was forced to park it before the engine suffered further.

On Saturday, Ben Mitchell scooped a surprise Historic F2 win after it seemed

that a superb second would be his result in Matthew Watts' Martini MK19/21. Mitchell was guesting in the rare Martini and had wriggled ahead of the car's owner when Watts had a moment on oil at Luffield in his March 782.

Mitchell edged away and tried to close down leader Andrew Smith in the recently restored ex-Eddie Cheever March 782. But Smith had it under control until both front wheel bearings overheated and failed and he was forced to pull off, handing Mitchell a debut F2 win.

In the second race, Mitchell's lead grew further when Watts retired the March and up into second from the back of the grid came Greg Caton in the March 782 raced to fourth place on Saturday by David Shaw.

The combined pace of Gregor Fisker and Patrick Blakeney-Edwards (Frazer

Nash) was too much for the Alvis Firefly of Rudiger Friedrichs in the Pre-War contest, while Roger Wills (Lotus 15) won a restarted Moss and Woodcote Trophies race.

Mike Cantillon was the class of the Historic Formula 1 field in his Williams FW07C and won both races, quickly overcoming the handicap of the partially reversed grid for the second race.

John Burton had to work hard to fend off Greg Caton in a Thundersports race twice interrupted by a safety car, while Tim De Silva's Pescarolo LMP1 took a last-corner win in the second Endurance Legends race despite the pace of Michael Lyons in his LMP2 Lola B12/80.

Finally, the James Cottingham/Harvey Stanley E-type won the Historic TT and Thomas/Lockie won the curtain-closing Pre 66 Touring Car contest.



Ben Mitchell (Martini) kept up the pressure and eventually claimed both the Historic Formula 2 battles

HISTORIC TOURING CAR CHALLENGE

MIDDLEHURST IS THE BEST GODZILLA

After the first corner, the Tony Dron Trophy for the Motor Racing Legends Historic Touring Cars was a party for the Nissan Skyline 'Godzillas' and only a late retirement for Ric Wood spoilt a Japanese 1-2-3.

The Ford RS500 prospects looked decent after the Julian Thomas/Calum Lockie car took pole. However, Thomas went no further than the first corner where a chain reaction incident put a very frustrated Thomas out on the spot, badly delayed David Tomlin and ended Paul Mensley's race. Tomlin was fortunate not to be collected as he sat on the

exit of Farm facing the oncoming pack.

Andy Middlehurst was unexpectedly going solo in Jonathan Bailey's car and drove a typically smooth and quick race. In the early stages, Wood really took the fight to Middlehurst and they ran nose-to-tail for several laps. Later, after the stops, Wood had another charge and was within two seconds of the leading Skyline when the car coasted to a halt. Middlehurst said: "It's a little bit easier going on your own as you're in the groove."

Instead, Simon Garrad took over second in his Skyline but he had to respond in the



Middlehurst battled to a touring car triumph

closing stages when Alex Brundle arrived on his tail in the Cologne Capri started by Gary Pearson. "I didn't realise he was coming and I had to get my finger out," said Garrad.

The U2TC pack had a separate grid and delivered a win for the Alfa Romeo of Max and Andrew Banks at the expense of the Lotus Cortina pack, which was headed by Neil Brown.



Mark Higson (8) and Mark Harrison (93) right in the heart of the Frank Williams Trophy Formula 1 action

Photos: Jakob Ebrey, Ben Lawrence

INTERNATIONAL TROPHY FOR PRE '66 GT CARS

LOCKIE LEAVES IT LATE TO BITE IN HIS COBRA HUSTLE

Julian Thomas and Calum Lockie made up for their Touring Car disappointment with another resounding win in the Pre '66 GT contest in Thomas' Cobra Daytona Coupe.

Even a longer mandatory pitstop due to driver status didn't derail their race, but it did give Lockie some work to do in the closing stages.

In the opening salvo, Thomas was as good as ever as he fended off a concerted TVR challenge from John Davison, Mike Whitaker and John Spiers/Ollie Hancock in a squadron of Griffiths.

Meanwhile, running solo in the family Jaguar E-type was James Dodd and he belied his recent lack of match practice to emerge ahead after the stops. However, Lockie had

taken over the Daytona Coupe and was a man on a mission as he hunted down the remaining TVRs and the lead E-type.

In typical Lockie style, the Cobra was an upstoppable force and dived ahead with a handful of laps to run. Dodd hung on gamely in late race traffic, but it was a Cobra win.

"It's got lots of traction out of the slow corners compared to the TVRs," said Thomas as Lockie dashed off to get strapped into a Group C Porsche. Dodd added: "I tried to stay with him but it was not possible."

Davison belied his limited experience of the TVR to bag a fine third from Whitaker. "I had a mega dice with Julian in the early laps but ultimately he was too quick for me," said Davison.



Lockie was an unstoppable force in the Cobra Daytona Coupe

HGPCA PRE '66 GRAND PRIX CARS

NUTHALL HEADS THE COOPERS IN GP BATTLES

Will Nuthall again showed his class with a fine double win at the head of a bumper Pre '66 Grand Prix pack from the HGPCA.

On Saturday, Nuthall controlled the race from the front and did enough to keep out of reach of the later ex-Bruce McLaren Cooper T79 of Michael Gans. Gans did all he could to keep within striking distance of young Nuthall. "It was all good," said Nuthall. "It looked a bit lonely but it never feels like that."

Behind Gans, Rudi Friedrichs always ran third in his T53 but accepted that challenging the two leaders was a step too far. However, in his wake things were far from settled as three cars chased him home and a big late challenge took Charlie Martin up to

fourth at the expense of his mate Justin Maeers and Andy Middlehurst who was the best non-Cooper in the ex-Jim Clark Lotus 25.

The second race followed a similar pattern but this time Gans was considerably closer and really kept Nuthall on his toes for much of the race. "It was a lot harder today," confirmed Nuthall who only had less than two seconds in hand at the flag.

Behind the leading pair, Friedrichs again rounded out the podium as Tim Child battled ahead of Andy Middlehurst for fourth place. Just as he had on Saturday, when the car ended the race in a smoky haze, Andrew Haddon was the best of the front-engined cars in Julian Bronson's Scarab.



Will Nuthall managed to edge clear in both of HGPCA races

BTCC REPORT: THRUXTON

IN BRIEF

Oliphant remembers

Race-winner Tom Oliphant returned to the BTCC at Thruxton in a Team Hard Cupra R. The former WSR racer, 32, stepped into the car usually driven by Will Powell, who had to miss the meeting due to personal commitments. Oliphant's best result at Thruxton was 20th in race three.

Hooray for Lloyd

Excelr8 Motorsport racer Dan Lloyd carried a revised colour scheme of his Hyundai i30 N at Thruxton in deference to extra backing he had managed to find ahead of the final three meetings of the season. The 30-year-old was concerned that he would not be able to complete the year following a car-crunching crash at Oulton Park in June, but says now that with increased sponsorship and the response from fans he now should be able to complete the 30-round programme.

Gone with the wind

The Speedworks Motorsport awning, housing the Toyota Corollas of Ricky Collard and Rory Butcher, was damaged on Saturday afternoon when a freak gust of wind lifted it high into the air and it smashed back down to the ground. No-one was injured in the incident.

Cammish for pole

Motorbase Performance Ford Focus driver Dan Cammish pipped BTC Racing Honda driver Josh Cook in qualifying to take his first pole of the campaign. Cammish recorded a 1m15.303s lap to edge his rival by 0.017s. MB Motorsport man Jake Hill, who has now moved into the lead of the Goodyear Wingfoot qualifying contest points, was third. Title leader Colin Turkington (WSR BMW 330e M Sport) struggled with handling issues and was 15th, while a water leak affected the Excelr8 Hyundai of Tom Ingram, who could only manage 13th.

Landmark men

Race two was a landmark for both reigning champion Ash Sutton (Motorbase Performance Ford Focus), who took part in his 200th event, and Gordon Shedden (Team Dynamics Honda Civic Type R), who was tackling his 400th race. Both finished on the podium, with a win for Sutton and third for Shedden.

Cole rocks ITV

Race winner-turned-BTCC driving standards advisor James Cole was due to display his musician prowess live on ITV on Wednesday this week. The Liverpoolian was booked on the This Morning programme to perform live with his Classic Rock Show band to promote the group's 2023 UK tour.

Cook nears crown

BTC Racing Honda Civic Type R driver Josh Cook can wrap up the Independents Trophy at Silverstone on September 24-25. The race-three winner now has an 80-point advantage over Ciceley Motorsport BMW driver Adam Morgan. Team Hard's Bobby Thompson (Cupra R) has strengthened his grip on the Jack Sears Trophy lead.



Cammish blasted to race-one win



Sutton and Cammish were on song at Thruxton

FORD TO THE FORE IN THRUXTON THRILLERS

Dan Cammish and Ash Sutton scored big in Hampshire's tin-top rounds. By **Matt James**

The champion is coming, and he is coming with a vengeance. A win and a third for Ash Sutton at Thruxton has put him right in the heart of the BTCC title fight.

The Motorbase Performance driver has struggled to get on top of his Ford Focus this year, but he and team-mate, race-one winner, Dan Cammish, reaped the big rewards in Hampshire. Sutton is now just six points adrift of the WSR BMW of Colin Turkington.

A race win in the reversed-grid finale wasn't enough to realistically rescue BTC Racing Honda Civic Type R driver Josh Cook's outside title hopes.

Race one

While Cammish and Cook shared the front row, most eyes were looking at third-placed Jake Hill (MB Motorsport) to display heroics at the get-go.

However, Cammish performed a great launch to reach Allard first while Hill went toe-to-toe with Cook around the right-hander and they levelled going up to the Complex for the first time. What those two hadn't factored into the equation was Sutton, who looked to the inside of them both.

While Cook left his braking extremely late on the outside line – a copycat of the move that took him into the lead of race one at the Hampshire venue back in May – Sutton and Hill made the briefest of contacts into the right-hander and Sutton had better traction away from the incident.

Cook was hanging tough around the outside (despite a lurid slide), which gave him the inside for the left-hander at Cobb. As he bounced off the kerb, Sutton was still there on the outside and, on the run Segrave as Cook went for the apex of the corner, the pair made contact. Cook was fired onto the grass and out of the lead group.

"Ash hit me so hard, it was all a bit unnecessary. He just drilled me," said Cook. "I sure he wishes I could have done something different, and I certainly wish he could have done something different too."

Sutton explained: "Josh got on the inside kerb and then came over and hit me square in the side. The last thing I would want to do is have him off, but what could I do?"

That skirmish was manna for Gordon Shedden (Team Dynamics Honda Civic Type R). He powered through what he described as the "chaos" and drove into second place, although he was a long way back from leader Cammish and had Sutton in his rear-view mirrors.

From that point, it was pretty much a stalemate. Cammish was never under threat and was able to reel off the laps to take his first victory for Motorbase. Even so, the winner said that the 16 laps had not been without drama for him too.

"After the action had kicked off, I was left with a lovely race's work," explained Cammish. "Shedden was starting to catch me a bit and I realised that I had to get my rhythm back, and I was able to do that. I am delighted and the car was strong all the way through the race."

Shedden knew that he would have to use all of his powers to look behind him rather than focus on the victory, as reigning champion Sutton didn't let him rest. "I had it under control," he allowed afterwards. "Sutton was faster on different parts of the track, so it was just a question of managing that. But I will take a fifth on the grid to second any day of the week."

Sutton, for his part, felt that he was unable to make a move for second place as the aero wash from the Honda ahead was limiting his chances. "Also, the front-left of my car wasn't great after the contact at the start," he added.

Hill was catching the battling duo ahead from fourth place, but his pace

wilted over the latter stages and he was safe in a decent points-paying position. His rear-wheel-drive machine was struggling in the hotter temperatures and creating oversteer, which stymied his late pace.

Fifth for the Power Maxed Racing Vauxhall Astra of Ash Hand showed his continued progress in the category and he was quick but lonely. His team-mate Michael Crees, who survived early contact with Ricky Collard's Speedworks Motorsport Toyota Corolla approaching the chicane at the end of lap one, had a busy race. Firstly, the Speedworks Toyota Corolla of Rory Butcher unpicked his defences coming of the chicane at the start of lap five, and the Team Dynamics Honda Civic Type R of Dan Rowbottom also leapt ahead before the end of that tour.

Championship chaser Tom Ingram (Excelr8 Hyundai Motorsport Hyundai i30 N) was in strife in the build-up to the race. A leak in qualifying that sprayed water all over his left tyres him struggling for grip and he was down on row seven of the starting grid. However, the dramas ahead on lap one and a consistent drive helped him to ninth.

That was crucial because the points leader going into the race, Turkington, felt his car was slightly out of the set-up window in qualifying and was in a damage-limitation mode.

A conservative run to 10th was his result, which he said he would be satisfied with before the start of the 16-lapper. What he wouldn't have been satisfied with was the understeer which crept into his car, which the team said it was going to address before race two. He was much more satisfied than the recovering Cook, who was gifted a late 13th spot by BTC Racing team-mate Jason Plato.

Race two

On the grid before race two, Sutton had alluded to the fact that a plan had

been drawn up between himself and the sister car of Cammish concerning what would happen in the chase for the ultimate silverware in race two.

That, of course, was dependent on Cammish getting away cleanly and Sutton climbing from his row-two starting point. Both of those things occurred within the first three corners.

Cammish bolted for the Complex in clean air while Sutton set about going side-by-side with Shedden through Allard. On the inside line for Campbell, Sutton made the move stick on his Honda-mounted rival and zoomed up to the bootlid of Cammish's car.

Shedden hung on gamely to the leading Napa Racing-backed train at the front, but his life was made more difficult when Sutton began to control the rest of the race.

For the pre-race Motorbase plan to work to perfection, Sutton needed to be in clean air from those following behind and admitted he had influenced the outcome. "I had got the fastest lap [and the extra point] early on in the race but Shedden was still close," said Sutton. "So, I pushed Shedden back into the mix a bit before I pushed on a bit..."

The reigning champ held up Shedden to the extent that Hill was filling his mirrors, meaning the Ford Focus two-step was game on.

Finally Cammish, who was comfortably in control of the race, ceded top slot to his title-chasing team-mate on lap 12 once they were both in the clear and dutifully slotted back in behind to complete the 1-2.

Winner Sutton said: 'If you want a team-mate, then Dan is the man. He has shown he will support me, and I am grateful for that. I just hope that I will get a chance to pay him back at some stage.'

Cammish, for his part, was sanguine about giving up his second win of the weekend. "There comes a point in a racing driver's career when it isn't just

a hobby: you are being paid to do a job, and I did that job,” he said. “I think I could have won that and hopefully there will be more for me, but there were bigger things at play here.”

Shedden said that following Sutton so closely early on had rooted his tyres and he was forced into full defensive mode later on as Hill, whose tyres had hung on much better in this event, finished just over 0.5s shy of the Japanese car.

Butcher had a long, hard look at getting ahead Hill on the opening lap but narrowly failed, and that left him with a lonely afternoon running to fifth. He was followed the line by a rejuvenated Ingram, who had profited when Hand dropped out of sixth place with a damaged engine and then the Hyundai man leapfrogged Crees and Rowbottom too.

Rowbottom took seventh ahead of Cook, who had also climbed ahead of Crees. On the fringes of the top 10, Turkington was gifted a place by WSR BMW 330e M Sport team-mate Stephen Jelley halfway through the 14-lapper to help the Northern Irishman’s title chase. Turkington might have regretted that, though, as Jelley’s 11th spot was drawn on pole for the reversed-grid final encounter. Still, Turkington was on the front row with those pesky Fords well down the order. Maybe, finally this was the BMW’s turn to strike in Hampshire.

Race three

Cook knew that from fourth on the grid, his best chance of victory was to hound the BMWs ahead over the opening laps while they got their tyres up to temperature and his fronts were fully switched on. But even he could not have expected the rewards to come so early.

He simply powered inside Turkington on the run out of Goodwood on the opening tour and then pounced on leader Jelley going into the chicane at the end of the second tour.

“The car switched on so quickly, it was unreal,” said the delighted winner, who had taken his 10th victory at the circuit. “I have never had a car as good as that. It didn’t drop off in terms of tyre performance all the way through. I am almost speechless.”

Once the black-and-gold car had scampered off up the road, the BMWs were again left to swap positions as Jelley played the dutiful role to give Turkington some extra marks.

Turkington, for his part, was confident that he had finally got to the bottom of any handling woes he had experienced earlier in the weekend. “Even after the first lap, when I saw I was in the 1m16s, I knew that the car was right,” said the four-time title winner. “A second place is a great end to my day.”

While Jelley finished in third, Ingram felt he had been robbed of his chance to mount an attack for the podium. A gear change problem meant that he was having to use the clutch instead of the usual flat-shift, and this impeded him both going up and coming down cogs.

A wide run through the chicane as the problem materialised allowed Butcher into a fourth he was not to lose while Ingram was also forced to cede to the flying Sutton too. With just two tours remaining Rowbottom demoted the Hyundai to seventh place.

Bobby Thompson’s competitive weekend should have landed him an eighth in race three in his Team Hard Cupra R, but a puncture forced him into a halt. That allowed Crees, Shedden and Cammish to round out the top 10.



Points-leader Turkington rescued his weekend in the third race



It was a highly competitive weekend from Power Maxed’s Ash Hand

SUPPORT RACES

Two sizeable shunts on the run out of Church overshadowed the Thruxton British Touring Car event with both Colin White and Mike Brown taken to hospital after a frightening crash in the second Ginetta GT4 Supercup race. Brown had run wide through Church and, after correcting that slide, had moved across to the other side of the track before losing control up Woodham Hill and smashing into White, sending White’s G56 into a series of rolls.

Earlier, James Kellett won the first contest as Tom Emson’s polesitting Elite car struggled with a down-on-power engine. Century driver Kellett then doubled up in the restarted second race, a smashed windscreen thwarting Emson this time.

Shortly after racing resumed from a two-hour delay following the Brown/White accident, there was another major crash as Alex Solley, Nathan Edwards and Jonathan Sargeant tangled exiting Church in the second Mini Challenge Trophy race. Sargeant was sent hard into the barriers and rolled, before being taken to hospital for precautionary checks. Tom Ovenden (Excelr8) halted Nelson King (Graves Motorsport)

restart. King (Graves Motorsport) then won a thrilling second race.

The most entertaining action came in Ginetta Junior with Will Macintyre (Elite) triumphing in the opener before points-leader Josh Rowledge (R Racing) took two contrasting wins. Slight contact led to him cutting across the chicane and emerging comfortably ahead on the final lap of race two before he then recovered from a spin out of Allard to win a dramatic finale.

Elsewhere, Alex Dunne extended his British Formula 4 advantage to more than 100 points, despite the Hitech driver spinning in the partially reversed-grid race two. Either side, the Irishman took two fairly straightforward wins over Ugo Ugochukwu, with Dunne’s Hitech team-mate Oliver Stewart claiming his maiden victory in the second encounter of the weekend.

Another first-time winner was JTR’s Theo Edgerton, who led throughout the second Porsche Carrera Cup GB bout. Gus Burton (Century) took the spoils in the first race, grabbing the lead when Will Martin put a wheel on the grass entering Allard.

Stephen Lickorish

■ Ginetta GT4 Supercup

Races 1 & 2: James Kellett (Century Motorsport)

■ Mini Challenge Trophy

Race 1: Tom Ovenden (Excelr8 Motorsport); Race 2: Nelson King (Graves Motorsport)

■ Ginetta Junior

Race 1: Will Macintyre (Elite Motorsport); Races 2 & 3: Josh Rowledge (R Racing)

■ British Formula 4

Races 1 & 3: Alex Dunne (Hitech GP); Race 2: Oliver Stewart (Hitech GP)

■ Porsche Carrera Cup GB

Race 1: Gus Burton (Century Motorsport); Race 2: Theo Edgerton (UTR)



Josh Rowledge took two very different wins in Ginetta Juniors



Cook said his BTC Racing Honda was on rails in the weekend's finale

RESULTS

BTCC Thruxton

Round 22

Laps: 16 Track: warm and dry

	DRIVER	TEAM/CAR	TIME
1	Dan Cammish	Motorbase Performance Ford Focus ST	20m42.490s
2	Gordon Shedden (7)	Team Dynamics Honda Civic Type R	+1.050s
3	Ash Sutton (4)	Motorbase Performance Ford Focus ST	+1.684s
4	Jake Hill (3)	MB Motorsport BMW 330e M Sport	+5.136s
5	Ash Hand	Power Maxed Racing Vauxhall Astra	+10.109s
6	Rory Butcher (6)	Speedworks Motorsport Toyota Corolla	+13.243s
7	Daniel Rowbottom	Team Dynamics Honda Civic Type R	+13.915s
8	Michael Crees	Power Maxed Racing Vauxhall Astra	+14.420s;
9	Tom Ingram (2)	Excelr8 Motorsport Hyundai i30 N	+16.047s
10	Colin Turkington (1)	WSR BMW 330e M Sport	+16.650s

11 Stephen Jelley (10) (WSR BMW 330e M Sport) +18.976s; 12 Adam Morgan (9) (Ciceley Motorsport BMW 330e M Sport) +19.292s; 13 Josh Cook (5) (BTC Racing Honda Civic Type R) +19.685s; 14 Jason Plato (BTC Racing Honda Civic Type R) +20.331s; 15 Bobby Thompson (Team Hard Cupra R) +21.643s; 16 Aiden Moffat (Laser Tools Racing Infiniti Q50) +28.871s; 17 Dan Lloyd (8) (Excelr8 Motorsport Hyundai i30 N) +29.006s; 18 Ollie Jackson (Motorbase Performance Ford Focus ST) +33.268s; 19 Aron Taylor-Smith (Team Hard Cupra R) +33.742s; 20 Jack Butel (Excelr8 Motorsport Hyundai i30 N) +35.742s; 21 Dexter Patterson (Laser Tools Racing Infiniti Q50) +36.000s; 22 Ricky Collard (Speedworks Motorsport Toyota Corolla) +36.460s; 23 Sam Osborne (Motorbase Performance Ford Focus ST) +37.061s; 24 Tom Oliphant (Team Hard Cupra R) +42.263s; 25 Jade Edwards (BTC Racing Honda Civic Type R) +44.279s; 26 Nic Hamilton (Team Hard Cupra R) +48.598s; 27 Rick Parfitt (Team Hard Infiniti Q50) +49.027s; 28 Tom Chilton (Excelr8 Motorsport Hyundai i30 N) -1 lap; R George Gamble (Ciceley Motorsport BMW 330e M Sport) 4 laps/broken wishbone. **Pole position:** Cammish 1m15.303s (112.63mph). **Winner's average speed:** 109.22mph. **Fastest lap:** Shedden 1m16.609s (110.71mph). **Lap leaders:** Cammish 1-16.

Round 23: 14 laps Track: dry

	DRIVER	TIME
1	Sutton (3)	18m10.671s
2	Cammish (1)	+1.283s
3	Shedden (2)	+2.215s
4	Hill (4)	+2.894s
5	Butcher (6)	+4.310s
6	Ingram (9)	+7.501s
7	Rowbottom (7)	+7.774s
8	Cook	+10.067s
9	Crees (8)	+10.398s
10	Turkington (10)	+11.071s

11 Jelley +13.923s; 12 Thompson +15.778s; 13 Lloyd +15.910s; 14 Morgan +16.751s; 15 Collard +22.427s; 16 Moffat +23.997s; 17 Jackson +24.949s; 18 Plato +26.199s; 19 Gamble +27.553s; 20 Osborne +28.722s; 21 Butel +28.194s; 22 Chilton +29.445s; 23 Edwards +30.041s; 24 Oliphant +37.369s; 25 Taylor-Smith 1m17.514s; 26 Parfitt +1m17.576s; R Hamilton -2 laps; R Hand (5) 6 laps/engine; R Patterson 5 laps/damage. **Winner's average speed:** 108.87mph. **Fastest lap:** Sutton 1m16.693s (110.59mph). **Lap leaders:** Cammish 1-12; Sutton 13-14.

Laps without hybrid: (1) = 10; (2) = 9; (3) = 8; (4) = 7; (5) = 6; (6) = 5; (7) = 4; (8) = 3; (9) = 2; (10) = 1; all others have full usage

Drivers standings

POS	DRIVER	POINTS
1	Colin Turkington	311
2	Ash Sutton	305
3	Tom Ingram	295
4	Jake Hill	288
5	Josh Cook	243
6	Rory Butcher	218
7	Gordon Shedden	209
8	Dan Cammish	155
9	Stephen Jelley	155
10	Dan Lloyd	152

11 Adam Morgan 148; 12 Dan Rowbottom 144; 13 George Gamble 100; 14 Jason Plato 74; 15 Bobby Thompson 69; 16 Ricky Collard 66; 17 Tom Chilton 62; 18 Aiden Moffat 58; 19 Ash Hand 54; 20 Michael Crees 50; 21 Aron Taylor-Smith 25; 22 Ollie Jackson 21; 23 Dexter Patterson 3; 24 James Cornall 2; 25 Sam Osborne 1; 26 Jack Butel 1; 27 Jade Edwards 1.

Round 24: 16 laps Track: dry

	DRIVER	TIME
1	Cook (8)	18m07.311s
2	Turkington (10)	+2.682s
3	Jelley	+4.844s
4	Butcher (5)	+6.043s
5	Sutton (1)	+7.854s
6	Rowbottom (7)	+8.179s
7	Ingram (6)	+10.813s
8	Crees (9)	+11.035s
9	Shedden (3)	+12.034s
10	Cammish (2)	+12.766s

11 Lloyd +13.957s; 12 Hill (4) +14.197s; 13 Collard +14.660s; 14 Jackson +21.752s; 15 Butel +23.879s; 16 Chilton +24.872s; 17 Hand +27.776s; 18 Taylor-Smith +28.755s; 19 Patterson +30.877s; 20 Oliphant +30.995s; 21 Edwards +31.554s; 22 Parfitt +48.937s; 23 Thompson -1 lap; R Morgan 13 laps/damage; R Plato 8 laps/damage; R Moffat 7 laps/damage; R Hamilton 6 laps/misfire; R Gamble 2 laps/damage; R Osborne 1 lap/damage. **Winner's average speed:** 109.20mph. **Fastest lap:** Cook 1m16.529s (110.82mph). **Lap leaders:** Jelley 1; Cook 2-14.

Independents Trophy

POS	DRIVER	POINTS
1	Josh Cook	400
2	Adam Morgan	320
3	Bobby Thompson	275
4	George Gamble	266
5	Jason Plato	237
6	Aiden Moffat	235
7	Aron Taylor-Smith	215
8	Ash Hand	210
9	Michael Crees	210
10	Dexter Patterson	143

11 Jade Edwards 140; 12 Nic Hamilton 106; 13 Rick Parfitt 83; 14 Will Powell 64; 15 Tom Oliphant 23.

FEATURE

DAVID ADDISON: TALKING A GREAT MOTOR RACING GAME

Matt James poses the readers' questions to the ITV tin-top commentator



You're on camera:
David Addison

Getting a front-row seat to some of the finest action on the motorsport globe would be a dream for so many enthusiasts. Being able to get up close to the action and speak to all of those involved would put anyone right in the heart of the spectacle.

David Addison has that envied role. For the last 10 seasons, he has been the main race caller for the British Touring Car Championship that has, this year, returned to prime time mainstream broadcasts on ITV1 alongside exhaustive coverage on ITV4.

While that has brought Addison into the living room of a whole host of fans new to his commentary style, there were decades of graft that went into getting him into that position in the first place, which he explains here.

As well as his broadcast roles with the Stephane Ratel Organisation voicing the GT World Challenge Europe (among many of its other contests) alongside ex-Formula 1 driver John Watson and sharing the talking duties on the BTCC with 1992 title winner Tim Harvey, he still turns his hand to trackside commentaries when his limited time allows. And even short oval fans aren't unused to his voice either. There can't be many motorsport followers who get as excited about the Banger World Final at Ipswich as they do the British Grand Prix at Silverstone.

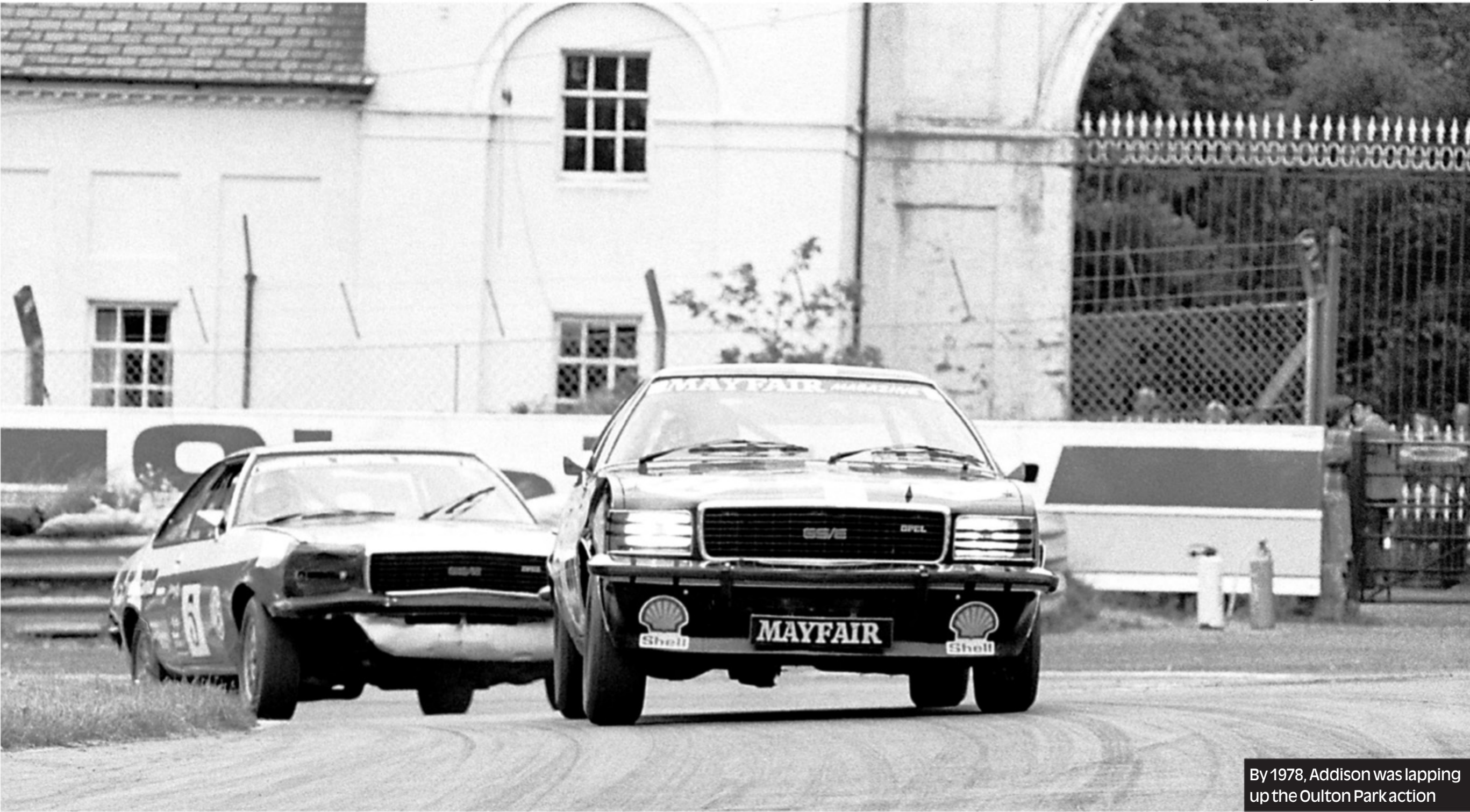
He took time out of his busy schedule in the build-up to last weekend's Thruxton BTCC rounds to tackle your questions, and we are grateful.

Question: *How did it all get started for you? How did the passion come from?*
Jake Sanderson

Via email

David Addison: "I suppose, like a lot of small boys, I had an interest in cars. There was a lady called Margaret Simpson who, to this day, is still chief marshal at Oulton Park, and she knew my grandmother. She and her husband were involved, and they knew that I had an enthusiasm for cars and it was decided I should go along. They got us tickets for a meeting at Oulton Park at the end of the 1977 season – the last meeting of the year.

"I hated it and cried all the way through. It was just BARC clubbie, but I just remember it was noisy. I recall walking across the old Eagle Star bridge over Deer Leap just as this grid of cars set off on a warm-up lap. There was all this noise and bustle, and I just didn't like it. I am sure at that point, my parents thought 'good, good,



Photos: Mike Hills, Motorsport Images, Jakob Ebrey, David Addison

By 1978, Addison was lapping up the Oulton Park action

that’s got that out of his system, then...’
“A few weeks later, all the toy cars came out at home and I lined them up in a three-by-two formation on the sitting room floor, just like I had seen on the grid at Oulton. Mum and dad realised that the bug hadn’t quite left me...
“From the start of 1978 onwards, I wanted to go racing as often as I could. I don’t know what the tipping point was from crying about the noise to falling in love with it, but it came. Then it became this all-consuming thing. I wasn’t interested in going to watch football like my other mates were. I wanted to go and watch motor racing.
“Mum and dad had been to spectate at Oulton Park because it was a local track and that is the sort of thing you used to do. There was no-one in the family who had raced and there was no background really. In the end, although my mum used to take me to spectate regularly, my father would go off and watch Manchester United because he was a season-ticket holder. I eventually became friendly with a driver called

Robin Booth. I had been to school with his son and he raced Formula Ford at Oulton Park. Quite often, he would come and pick me up and I would go with him.”
MN: So how did you go from going motor racing regularly to becoming a commentator? That’s not an easy step...
DA: “The interest in wanting to do that was triggered by my father and also, in a way, you can blame Johnny Cecotto. My father and I went to the British GP at Brands in 1984 and, on the Friday, Cecotto had his F1 career-ending accident out the back of the circuit.
“Father and I were sat in the grandstand listening to the [track commentator], dear old Brian Jones, desperately trying to fill all this airtime. I was 12 by then so I was that irritating know-it-all child who was heckling or chipping in with this fact or that. My father turned to me and said ‘you could do this...’ It was probably code for ‘could you please shut up?’ But I thought, yes, I could do that, and I would quite like it.
“I was a regular at Oulton Park and by this stage, we would venture around the back of the track to watch at Knickerbrook. There used to be this big, tall, old wooden commentary box. I would think that the bloke in there had a far better view than I did, he hadn’t paid to get in and he was dry and warm. I was quite taken by that. That really, at that point, was the extent of my ambition. I ended up making a nuisance of myself and writing to Mike Cookson, who was one of the main commentators at Oulton.
“In 1988, he got me to go and do a [handwritten] lap chart for him at a meeting. In those days, you didn’t really have all the timing screens, like you do now. Each commentator needed an



Back in your box: Addison was in the ‘spark plug’ box at Donington for the 1993 European Grand Prix

“I began by doing a lap chart for the regular talkers”
David Addison

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FEATURE

assistant to help him read the race. By 1989, I was a regular going to sit alongside whoever was doing the commentary at Knickerbook and in 1990, Mike did a couple of meetings at Donington Park too for Robin Bradford.

“Robin was in charge of organising commentators for quite a few venues and clubs, and again I made a nuisance of myself. Robin had told me that they were looking for more people and specifically some younger people. He gave me some events to commentate at in 1991, and I had done a couple of meetings at Oulton Park by then too. I remember Robin saying to me, because I had been bothering him so much, was that the only way to shut me up was to let me talk...”

MN: So where did you make your debut on the public address then?

DA: “The first event was at Donington to do the post-race presentations. It was the opening meeting of the season, a Formula 3 event. Then, the following week, there was a British Touring Car Championship meeting – and don’t forget, this was in the days before the TOCA package, like we have today. I did the presentations there, the week after that I did a stint from Knickerbrook at Oulton and then the fourth event was in the commentary box that was shaped like a spark plug just after the Old Hairpin at Donington. That spark plug became a regular home for me.

“At the same time, at the back end of 1990, there was a competition that the BBC ran. Foster’s sponsored it and it was an amateur sports commentator contest. You had to send in a demo tape and if it was good enough, you went through to a regional final, which I got to. I won the North West one and made it to the grand final.

“In the regional final, all I had to do was two or three minutes of my chosen sport, but it was different in the final. I was able to do my chosen sport and then something like three minutes on tennis. Myself and tennis were clearly not happy bedfellows. But, if nothing else, it enabled me to say to the likes of Robin or whoever that I had done all that and I wasn’t just coming at it as a total no-hoper.”

MN: There was a well-known judge on that panel too, wasn’t there?

DA: “There was: that was the first time I met [current ITV British Touring Car Championship anchor man and former BBC Grandstand presenter] Steve Rider. I remember in the judging, while most of the other contestants were given a football or a rugby match, I was given some footage of a British F3 race to talk about because that was my area of interest.

“Steve explained that the footage was a lap here, then maybe an edit of something else, it might skip a lap and then go back to the action. That was all fine, but that was the first time I met Steve and I do remember him



Addison watched future commentator Watson at Silverstone in 1981

saying ‘congratulations on picking the right sport to talk about...’”

Question: *I know that you worked at Raikes Lane in Bolton, at stockcar and banger meetings decades ago. Was this your first foray into working behind the scenes in motorsport? And was it this that kindled your interest in oval racing, or did that start elsewhere?*

Graham Brown

Via email

Question: *Would you come back full-time to commentating at the ovals or is it just for the big meetings such as the World Finals or other big championships? Either way, we love hearing you wherever you are...*

Deane Knighton

Via Twitter

DA: “Graham is not strictly accurate in that! I didn’t work behind the scenes. I would go and watch and occasionally I would have lap-charted. The venue was initially called Bolton Auto Speedway and it opened in 1992. In those days I wasn’t so busy, and I could go from my parents’ house to there in just under 10 minutes. It was brilliant. I watched and got to know people and I got busier and I couldn’t go so often.

“The interest in oval racing came from World of Sport on ITV. Every year, it would cover the Winternationals and

the National Hot Rod World Final. Hot Rods always used to go up against the Wimbledon singles tennis final on the BBC and ITV didn’t want to spend its money on that, so it would go along to a short oval and send four cameras and cover the meeting: job done!

“But put it in the context of the time: this was before the internet, you couldn’t go and just Google things, and so I had no idea where stockcar racing even took place, really – even though there was the stadium at Belle Vue, which was in Manchester. My parents didn’t exactly broadcast that fact to me. I think they thought going to Oulton Park as often as we were was enough. When this track in Bolton started, that really opened a door to a whole different world to me.

“I had only really ever seen it on the TV before. I started to go to different venues, but then I got busier with circuit commentating and I just couldn’t go as often as I wanted to.”

MN: You were a steward for BriSCA Formula 1 races too, weren’t you?

DA: “I was, I eventually ended up with a BriSCA F1 stewards’ licence in about 1994 and I can not understand to this day how I got one! I wasn’t really doing enough stewarding to be on top of how to handle the race. I realised I wasn’t really doing anyone any favours, so I decided not to do any more. I only did about two

meetings and I don’t think I ever got too many complaints. The people that do that today, good luck to them. It is like any race director role: it is not something I would particularly seek to do.”

MN: And the second part of that question: will you go back and do more short oval commentaries?

DA: “It is about having the time, really. I have a finite number of weekends and the weekends are, at the moment, regularly a three-day gig on Friday, Saturday and Sunday. So to then go off and do oval racing in the winter – when I am meant to be at home – doesn’t go down too well...”

“Also, it is about the location. I’m in Cheshire, and we don’t have that many nearby tracks. There is High Edge at Buxton, and there aren’t many midweeks [meetings]. So I enjoy doing what I do and I’m very flattered that people like [short oval promotor] Spedeworth, or Skegness Raceway on occasion, will ask me to do an event for them. I am flattered that the oval racing world accepts me like it does.”

Question: *How many races do you commentate on a year?*

James Galloway

Via Facebook

MN: That must be virtually impossible to add up...

DA: “I haven’t added it up because, for example, I did a rallycross meeting in Latvia recently where there were something like 130 races over the weekend....it would rather skew the figures.

“But I can calculate it in terms of race meetings. The first one for me in 2022 was a stockcar meeting in January, then I did the Gulf 12 Hours in Abu Dhabi. From the middle of March, there is something every weekend – bar two – right through to the middle of December. It is probably getting on for something like 40 out of 52 weekends.”

Question: *Which is your favourite and least favourite commentary box and why? Also, do you remember the shopping basket on a string for getting timesheets and results at Thruxton?*

Andrea Cook

Via Twitter

DA: “I do remember: it was a shopping basket with a very important stone in it to stop all the timesheets blowing away. This was for the main commentary box at Thruxton. It used to be a standalone shed on stilts. It was bulldozed when they put the new track access in, so it is where the tunnel is now, effectively.

“At the end of a race, somebody would run over from the paddock and pop the results sheets into the basket with the

“I’m talking for around 40 of the 52 weekends a year. It is busy...”

David Addison



G’day mate: David Addison tackles the issues with Garth Tander



Back in 1990, up-and-comer Addison impressed Steve Rider...

stone on top, and then the commentator would haul it upstairs to read them out on the public address. Then you would lower the basket down again ready for the next lot when they arrived.

“For my favourite commentary boxes, I will probably go back to the older ones rather than the current ones because, increasingly, the commentator is less well thought-of by the circuits and so the view is awful. But one of the best was the old commentary box on top of the tower on the outside of Woodcote at Silverstone. That was a fantastic view, as was the old original Donington Park one. You could see for miles, it was great. The old Knickerbrook was a good view too because you were high up.”

MN: What about the worst box? You were on top of a bus at Croft...

DA: “Croft wasn’t too bad. Although it was a pretty ghastly thing to work out of, at least you could see a nice chunk of the circuit from there. The worst boxes now are places like Oulton Park where you can see so little. And it is at the wrong end of the pitlane for the podium. Snetterton is not a great view either and Silverstone is limited too because of the length of the track and the elevation you are allowed to build at and so on.

“But Oulton is my least favourite because you get to see about 10 seconds of a lap. It is a shame, because that is where it all started for me but unless you get to go out to Knickerbrook, it is just not a very interesting day.

“It is not much fun staring at an empty track, but what motorsport always fails to appreciate is that you are asking the spectators to do that as well. That is why I am still a fan of oval racing because you can see it all, you can feel it and touch it and smell it. [Longer] circuit motor racing must be one of the few sports where you ask people to spend money not to see it. If you have paid £30 to get into a British Touring Car Championship meeting, you are sitting and looking at an empty track once the cars have gone by. If you went to a football match and were only allowed to see half the pitch, people would think you were bonkers.

“We expect people to come to our sport, and yet we don’t actually let them really see it.”

MN: How do you solve that, though?

That is just the nature of the sport...

DA: “There is no answer to that at certain circuits because it is a long lap. Brands Hatch Indy circuit works whereas, due to the topography, Silverstone National, which is equivalent, doesn’t. Knockhill just about works because of the length of the lap.

“It still amazes me that in this day and age that we can’t have a proper radio service – or if we do, it is not promoted well enough – so that people can listen to the commentary and really feel involved in the meeting.”

Question: Who is the person you enjoy co-commentating with most? This can be a track commentary or a circuit one...

Emma Facey

Via email

DA: “Well this is a very unfair question because whoever I leave out is going to berate me! But in terms of TV, obviously I spend a lot of my time doing the British Touring Car Championship with Tim Harvey and lot of my time with John Watson on the SRO championships. They are both great to work with because they do it in such different ways.

“Tim is intrinsically involved in the BTCC paddock. He goes about his homework and pre-race preparation in a very diligent way. He knows all the

teams and all the drivers. He knows exactly what he is looking for in terms of delivering a good commentary. He is always studying the data, looking at speed trap times, things like that. He burrows deep into it.

“Wattie does it in his own style.

He reads the race very well and he concentrates on the soundbite, if you like. He is very happy to let me do all the homework – I am the one to worry about drivers’ inside-leg measurements and how many races they have won – while John is great at coming up with these knockout quotes. Whether you agree with him or not, it gets people talking and that is where John scores. He will come up with statements to stimulate debate and argument.

“Answering that question from a circuit commentary point of view is a much, much tougher one, but I always used to enjoy – and I don’t do it often enough these days – working with Ian Titchmarsh. Ian is always so good that you know if you have kept up with him for the day, you knew you have had a good day. It helps that we get on very well, we have a similar sense of humour, I think, and we are local to each other.

“Also, when we used to do Donington Park together, Robin Bradford was great value to work with too. He had a really good sense of humour and ‘presented’ a race meeting very well. I accept that some of us – and I will stick my hand up to this – get a bit carried away with facts and minutiae, whereas someone like Robin – and to a degree Brian Jones at Brands Hatch – would concentrate on presenting the race meeting to as wide an audience as they could. Robin, not that he wasn’t serious, did it in a very jocular way and he always used to say that if you can amuse people as they are driving home, and they were chuckling about something you’d said, that was all good for him.”

MN: Is there anyone you have commentated alongside that you have been slightly star-struck by?

DA: “It is a bit surreal sometimes. When you think I was nine years old sat in the grandstand at Silverstone and I watched John Watson win the British Grand Prix in 1981 and then, even this week, he has rung me up for a social chat, it is really quite cool.

“I wouldn’t say star-struck, but there are occasions when you look over at who you are working with and you almost do a double-take, because you are next to them. I used to sit on the bank and watch Tim race in the British Saloon Car Championship, for example.

“But this happens too with people you are working with like Steve Rider and Louise Goodman, because I used to watch them on TV, be that on Grandstand or on ITV, and now I am part of that extended family, which is pretty special.”

Question: Has Tim Harvey ever left any food on his plate?

Trevor Morris

Via Facebook

DA: “Not that history relates up to this point. The consumption of Harvey, the Buffet Slayer, is at a strong level.”

Question: How did it come about for you to commentate on the on ITV4?

You have said some classic one-liners since joining the British Touring Car Championship ITV4 commentary team, like “he’s away like a stabbed rat”. Where did that saying come from?

Dyfan Wyn Evans

Via Twitter

DA: “It all started, really, when Sky

continued on page 24



The tower at Woodcote at Silverstone was a favourite vantage point

FEATURE



The Great Race: Addison's first Bathurst was back in 2008



Broadcast news: Addison and Tim Harvey get ready to tackle the BTCC



Here with Bas Leinders, the SRO series is a regular home for Addison

took over the Formula 1 broadcast rights. That led to a domino effect. Sky took the BBC Radio 5 commentators to them, Ben Edwards [who was then the voice of the BTCC] had the chance to go to the BBC and do F1, so that left a gap at ITV which Toby Moody filled for a year.

“I think I had been on a shortlist or something at the back end of 2012, but they chose Toby. He was a very accomplished television broadcaster, he had proved himself in motorbike racing and he had a big following. Towards the end of the year, he was offered some work back in the motorcycle world for 2013 and the calendars meant that he couldn’t do both because there were too many clashes.

“I can remember about late October getting a phone call from a number I didn’t recognise so I ignored it. I listened to the voicemail and it was [BTCC chief executive] Alan Gow. I called him back and that is how it all started.

“I think Alan had heard me do the commentary from an Australian Supercar race in Bahrain, and I think he then realised that I did TV as well as circuit commentaries. I had done TV highlights and post-produced programmes for [TV production company] Hay Fisher for 20 years up to that point but nobody had really noticed and I think I was still perceived as being a circuit commentator. But by 2011, I had started doing more live stuff for SRO [on its GT championships] but the BTCC was just a great opportunity that came up.”

MN: What about these classic one-liners that you enjoy using. Where do they come from?

DA: “A great deal of it comes through listening to the radio and listening to people. I like listening to voices. Some people get home and put the TV on: when I get home, I put the radio on. You can hear lots of different styles of the way people communicate and you get to hear different phrases. There are things that you hear that amuse, and you might steal, or there are things that you hear

and you might tweak. I can’t remember where the ‘stabbed rat’ came from, but I heard somebody describe ‘something away’ like a given animal. And I corrupted that and that’s how it began, I think.

“One of the best bits of advice I ever had was from [commentator] Neville Hay when I started doing his post-produced programmes in 1992. Neville said to me that I wasn’t there to show people how much I knew, I was there to stop them changing channels.

“An element of that has stuck with me. If I start to play around with a word and say, for example ‘does Tom Ingram go through? Yeeeeeeesss!’ and it is a really drawn-out ‘yes’, then that bloke in his living room who has just gone back to reading his newspaper might look up again.

“There are a few smart arses on the internet who say all I do is answer my own questions in commentary. Well part of that is trying to get people back involved with the race. So, if I say ‘can Tom Ingram go through on the inside?’, people might look up again and start reengaging with the TV. That is what it is about. It is not an act but part of the commentator’s role is to be a bit theatrical because you are always, in some way, trying to maintain people’s interest.”

MN: So how do you make a boring race sound good? Is it by doing that very thing you’ve just said?

DA: “That depends, in a sense, why that race is boring. If it is boring because no-one is overtaking, and there is no sign of it because the gaps between the cars are all at 25 seconds, then you might be in trouble. But there is always something in a race to look for and that is one of the beauties of track commentary, because you aren’t constrained by just what you can see on the television screen. You can always find something to talk about, but equally you only know it is a boring race right at the end because anything can happen up to the chequered flag. From the TV viewer’s point of view, we are always trying to find the next battle or something that can maintain interest, whether that be a battle for last place or a class lead. It can be anything. There is always something in there that it worth following.”

Question: Has anyone ever tried to put you off when you are commenting?

Ceri Norman
Via Facebook

DA: “Yes. There was a British Automobile Racing Club official called John Felix. At one of the early Croft meetings where we used to commentate from the top deck of this double-decker



Fernando Alonso is a driver that David Addison admires particularly



Tom Ingram would be suited for a commentary role in the future

bus parked at the end of the pitlane, he drew the top of his head onto a piece of cardboard and attached it to this pole, and as the race went on he was gradually raising it right in front of the eye line of the window I was looking out of. . .

“Another one was from a photographer friend called Dave Lister. In the early days of the Blancpain SRO series, we used to have a class called the Gentlemen Trophy. I was gabbling away about who was winning the Gentlemen Trophy, and he sent me a text message to say that he thought the Gentlemen Trophy sounded like a porno magazine. It was very hard not to stop talking and laugh out loud at that point. I think I got away with it. . .”

Question: Which drivers do you feel an affinity with, either because they are people you enjoy talking to or you admire their talent?

Ian Temple
Via Facebook

DA: “There are drivers I admire, although I don’t think I have an affinity with anyone particularly. I’m not a racing driver, so I can only admire what they do in a car.

“Part of my appreciation for drivers is people who can over-deliver. So if you take my three, they are Fernando Alonso, Jason Plato and Garth Tander, when he used to be a regular in

Australian Supercars. You could give those people a car that was good enough for 10th place, let’s say, and they would bring it home in fifth place.

“Some drivers have a car that they aren’t 100% happy with and they make the best of it and just race in damage-limitation mode. But those three – Alonso, Plato and Tander – always stood out as people who just would not accept that the car was not capable of being better than it was. They would just wring the neck of it.”

Question: Why do you love Alfa Romeo road cars so much and has one let you down on the way to a talkie gig at a circuit?

Gary Hobson
Via email

DA: “No, one has never let me down on the way to an event. Why Alfes? That is down to Ian Titchmarsh, who is also a great Alfaholic. The first time I went down to Le Mans was to do Radio Le Mans in 1999 and because we were locals, I went with him.

“I spent this long journey to France and back in Ian’s GTV and I absolutely loved it. I began to understand what the Alfa passion was all about. It wasn’t long until I went off and ordered my first Alfa, which was a two-litre Twin Spark GTV. Then they flowed from there – although we are actually down to only one Alfa at the moment.”

MN: How many have you had: do you know?

DA: “It is nine in total. The only reason I get rid of them is because I haven’t got the space to store all of them. My wife Dawn agrees: she says the trouble with Alfes is that you want to keep them all.

“And she has a fair point: every one of them I have had, we’ve always regretted selling them afterwards.”

Question: Given the critical role they play in our sport and your love of being trackside, when you finally hang up your microphone, can you see yourself taking up



With his ITV chums Louise Goodman and Paul O'Neill

marshalling in the future?

Hal Ridge
Via email

DA: “No: marshalling is not for me. Orange is not my colour. If I did give up the microphone – or when someone gives it up for me – I would be absolute hell at home so I would want to stay involved in motorsport somehow.

“I have always said that the one thing I might try and turn my hand to is timekeeping. That would, again, give me a great view of the racing and because I am the sad anorak that I am who actually fills in all these results in his race-day programme, that would be something quite cool to be involved with.

“I have done a day’s timekeeping, but it was only a test day and it wasn’t all that thrilling. It was a Formula 3 test at Oulton. It wasn’t like a race day where you are going from a qualifying session to checking the grid sheet through to a 10-lap race. It literally was an open track all morning and all afternoon.

“I keep saying that I would like to go and experience a proper race day in the timekeepers’ office, but finding a spare day simply isn’t that easy.”

Question: What is the best event that you have covered and why?

Diana Binks
Via email

DA: “Tricky one. I would include the Spa 24 Hours and Le Mans – each has been special – but probably the biggest buzz was doing the Bathurst 1000 in Australia on the circuit PA.”

MN: How come you got to do that? What is the story there?

DA: “In 2000, there was something called the Adelaide Race of a Thousand Years, which was the final round of the American Le Mans Series. It was on New Year’s Eve. At the time, I had been doing some Radio Le Mans stuff and I had worked out that most people involved in the broadcast team had families and relations and wouldn’t really want to travel at that time of year,

whereas I was relatively free of commitments at that time.

“I got the gig and I went out there. There were the ALMS regulars and we got Australian commentator Grant Denyer from Channel 7 over there. I met a chap over there called Aaron Noonan who, at the time, was a junior reporter with Australasian Motorsport News. We are good friends to this day. Noonan got me back to Australia in 2002 because that was when the Bathurst 24 Hours sportscar race started and they needed someone to do that. I did that for a couple of years.

“In 2008, he sent me a message which explained that there was a bit of international interest in the 1000kms race that year in terms of the co-drivers for the Great Race. He said he would throw my name into the hat for circuit commentary. Bless him, he must have done a good sales job and I got the gig.

“I went out and joined the on-track team. Matt Neal was out there as a co-driver, Fabrizio Giovanardi was there, Marc Hynes too and an American, Boris Said. Matt was also in the one-make Mini race supporting the event too, bizarrely.

“Off the back of that, there was a drinks event for one of the sponsors and I was introduced to Tony Cochrane, who was the chairman of the Supercars series at the time. He told me I wasn’t bad for a Pom. He said I should I go and find him on the Sunday morning, which was race day, but trying to find Supercars’ equivalent of Bernie Ecclestone in a busy paddock on the busiest race day of the year proved hard. I shrugged and thought ‘oh well’. But I saw him at the prize-giving ceremony.

“It turned out the main TV commentator couldn’t do the Bahrain race [after Bathurst] as he had got tied up with another job. Cochrane asked me if I would like me to do it. I was slightly taken aback, but you have to remember that all the major international races in Australia had been carried with English

voices – things like grands prix and so on. So in Cochrane’s mind, having an English commentator for the race in the Middle East added something to it all. It was a mega event and I really enjoyed it.”

MN: Why didn’t that continue?

DA: “Part of it was that at the end of that season, Supercars legend Mark Skaife had retired from a full-time drive after having won however many races and loads of titles, and he was invited on to the commentary team. Fair enough.

“In fairness to Cochrane, I still went out and did Bathurst for the next three or four seasons and was taken on to Surfers Paradise and the event at Homebush in Sydney as well. They were great days and I met lot of good people. I would go back out there in a heartbeat.

“When I first went to the 1000 in 2008, it was purely Ford vs Holden. They let me co-commentate on the Top 10 shootout in qualifying. We did a car each, and I got the last car to run. I therefore got to announce who got pole position. All the Ford fans went crazy when I was able to announce it. You don’t get that instant reaction right in front of your eyes when you are talking on TV.”

Question: Who would you have in the British Touring Car Championship box next to you as a driver-pundit if it wasn’t Tim Harvey?

Russell Scobbie
Via email

DA: “That presupposes that they are no longer driving in the championship. But one that will be very good when he hangs up his crash helmet will be Tom Ingram. He co-commentated on a touring car race at Goodwood alongside me in 2020 and, by his own admission, he was incredibly nervous. But he did a really good job. He is also very media savvy too.”

MN: Well, that gives Tim a good few years because Tom is not retiring any time soon. . .

DA: “Indeed it does. And hopefully it gives me a good few years too!” ■

“I have always fancied being a timekeeper”

David Addison

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MN POLL WITH MOTUL

MOTUL

F1'S MOST MISSED TRACKS

Many popular F1 circuits have fallen off the calendar, and we want to know which is the one you miss the most. By **Graham Keilloh**



HOW TO VOTE

- Visit fastcar.co.uk/motorsportnews
- Find your favourite and vote

Since the inception of the Formula 1 World Championship in 1950, circuits have been added to and dropped from the schedule regularly.

And fan popularity tends not to be a chief consideration for whether a track is retained or not. Instead safety, politics or – most likely – money are the common factors. As if to underline the point, current favourite Spa is the latest to be mooted for the chop.

With our new Motul-supported poll we want to know which of the circuits lost to F1 you miss the most. We've come up with our shortlist of 10 of the best that are no longer on the calendar, and now it's over to you.

Instructions on how you can vote for your favourite are in the panel above, and the results will be announced in the last September issue of Motorsport News.

THE CONTENDERS

**1 Clermont-Ferrand**

A track only used four times to host the ever-nomadic French Grand Prix might not seem an obvious stand out. But that the Charade circuit at Clermont-Ferrand is remembered so fondly nevertheless says a lot about it.

It was a classic road track, swooping and undulating endlessly with barely a straight over its five miles in beautiful surroundings around two extinct volcanoes. Jackie Stewart won here twice, but perhaps the most memorable Charade showing was Chris Amon's in the 1972 finale. He looked set to at last end his F1 win duck until a puncture – a perennial Charade hazard from rocks on the road – preceded a stunning comeback to third.

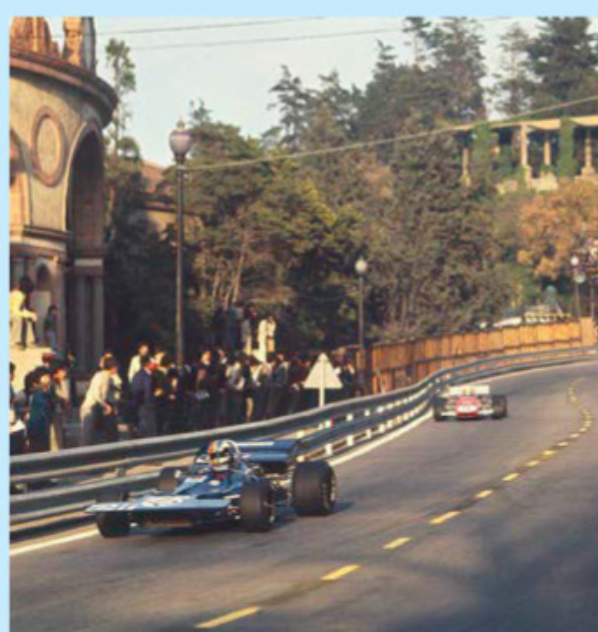
Much more modern autodromes, particularly Paul Ricard, meant Charade's F1 days were numbered, but a truncated version exists today that captures the spirit of the old place.

2 Montjuic

Imagine the street track of your dreams. Fast, varied and challenging; picturesque too. On all counts more so even than Monaco. That track was Montjuic.

Montjuic is a shallow hill to the south west of Barcelona's centre, and the track that held the Spanish Grand Prix four times between 1969 and 1975 wound and swooped around attractive parkland and elegant architecture of domes and spires, centred by the opulent Palau Nacional. Even though a street circuit, some of its turns would not have been out of place at Spa.

Sadly though the track also was ill-starred. In 1969 the collapse of Lotus's high rear wings, causing violent accidents, was a portent, and the final visit in 1975 was notorious, first with a dispute over the crash barrier repair and then in-race tragedy when a Rolf Stommelen crash killed five onlookers.

**3 Watkins Glen**

Formula 1 has had plenty of false starts in the United States. But modern-day Austin wasn't the first time it's laid down roots with a permanent Stateside track. Between 1961 and 1980 it had the same at Watkins Glen.

The road course in upstate New York quickly attracted a large and multi-national crowd and the F1 race's end-of-season slot ensured golden autumnal colours. The layout initially was nothing special, yet a new loop added to the track from the 1971 grand prix elevated Watkins Glen into being a firm drivers' favourite: sweeping, undulating and challenging.

Financial problems, plus the notorious behaviour of the spectators inhabiting the 'Bog', meant Watkins Glen was replaced in 1980s' F1 by pale imitations, though the Glen still goes strong today with other categories.

**4 Nurburgring Nordschleife**

Surely no track ever combined the extremes of thrill and peril like the 14-mile Nurburgring Nordschleife, long-time host of the German Grand Prix. "The Green Hell", as Jackie Stewart aptly called it, was a fearsome ribbon winding and undulating through trees and hedges. Its challenges such as Flugplatz and Karussell entered folklore.

It was the scene of plenty of tragedy, but it also was the setting for drives from the Gods, such as Juan Manuel Fangio's

'This track combined thrill and peril of F1'

Motorsport News

other-worldly comeback drive in 1957 and Jackie Stewart's win by four minutes in 1968's rain and fog.

Yet the track's relationship with an increasingly safety-conscious F1 was strained, and when the community witnessed Niki Lauda's near-fatal accident in 1976, with particular concerns about the extent rescue crews could cover its extended layout, F1 left the Nordschleife.



continued on page 29

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EXCLUSIVE Q&A:

ROB COLLARD
The tin-top battler and British GT champ tackles the readers' questions p20

Heartbreak for the Ferrari man as he crashes out of French Grand Prix

LECLERC: I MUST STAMP OUT UNFORCED ERRORS

By Matt James

Ferrari star Charles Leclerc has promised to eradicate mistakes from his driving after crashing out of the lead of the French Grand Prix last weekend, which handed the victory to Red Bull rival Max Verstappen. Leclerc led from pole but slid wide at Turn 11 on lap 18 to hand the glory to Verstappen. The Monaco-based driver was left heartbroken. "I keep doing those mistakes then it is pointless to be performing at a very high level," he said. "I will try and get better but this is not good." Team principal Mattia Binotto backed his driver after the error. He said: "In a week's time we have Hungary, important to turn the page and look forward. It will be hot and again about tyre management and overheating. So there is plenty of reason to smile so our objective should not be winning but a 1-2." Verstappen's victory means that the World champion now has a 63-point buffer at the head of the points table.

French GP report, page 4

INSIGHT

GOING FOR BROKE ON THE HILLS
Why one man is aiming for 1000bhp p16

REPORT

GREER SNAPS UP THE NI RALLY TITLE
Perfect Down Rally hands crown to Citroen man p29

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MN POLL WITH MOTUL



Photos: Motorsport Images

5 Brands Hatch

Brands Hatch started as a cycling venue, yet under John Webb's stewardship it grew to be a Mini-Nurburgring. Its drops, rises and varied mix of challenging corners provided action to its habitually packed spectator areas.

The track hit the heights as a Formula 1 host, alternating with Silverstone as British Grand Prix venue between 1964 and 1986, as well as hosting a couple of European Grands Prix and regular

early-season non-championship Race of Champions events.

Brands' F1 races were rarely dull and arguably the best was saved for last with Nigel Mansell's patriotic triumph in 1986.

F1 bosses decided to end the British GP alternation and throw their lot in with Silverstone, leaving Brands sadly on the sidelines.

Thankfully the track lives on in Jonathan Palmer's safe hands and with a largely unaltered layout.



6 Adelaide

Melbourne is among the more popular of the current Formula 1 rounds, but for those with a long memory its presence is bittersweet. As it means the Australian Grand Prix is no longer at Adelaide.

Adelaide sought an F1 race to liven up its image, and when the fraternity rocked up in 1985 they found a magnificent organisation plus a wonderful layout that for a street

circuit was both surprisingly fast and provided plenty of overtaking opportunities.

Best of all, there was oodles of local enthusiasm: likely no host city has embraced a grand prix like Adelaide. Add to this, its season-closing slot, with the titles often settled in advance, lent it an inimitable end-of-term atmosphere. No fewer than 210,000 people turned up to wave Adelaide off in 1995.

7 Osterreichring (1970-1987)

We know that the Red Bull Ring holds the Austrian Grand Prix these days, but from 1970 to 1986 it was held at the same location yet with a very different challenge at what was then called the Osterreichring.

Its fine Styrian scenery and gradient is familiar from the modern location, but Osterreichring's 3.7-mile circuit layout was one of near-constant majesty, all fast, long and dazzling turns topped by the celebrated Bosch-Kurve. The track's average speed rivalled old-school Silverstone.

It also had a habit of providing unusual GP winners: Vittorio Brambilla got his only win here in 1975, then Penske's John Watson in 1976 and Shadow's Alan Jones in 1977 took their teams' only wins. Elio de Angelis claimed his first win – and Lotus's last on Colin Chapman's watch – in 1982.



8 Pescara

The Pescara track made a sole appearance on the Formula 1 calendar in 1957 when other races were lost to the Suez crisis. And a few bare facts sum up how it offered a challenge a world

away from that of today.

It has the distinction of being the longest F1 track ever used – its length of just under 16 miles pips the Nordschleife. And it combined a four-mile straight next to the Adriatic

sea with a spectacular wind through the Abruzzi mountains, climbing some 185 metres.

And it gave a classic and unadulterated road racing challenge that even at the time felt rather like a

throwback: with the full range of hazards – kerbstones, trees, sheer drops and the rest – and all types of corner.

Appropriately the place's road racing history was long, stretching back to 1924.

9 Hockenheim (1970-2001)

Hockenheim was a slow burner, as it didn't win popularity awards in its early Formula 1 days. Perhaps this is unsurprising given it replaced the Nurburgring Nordschleife, initially as a 1970 one-off then more permanently from 1977.

The circuit was characterised by engine-testing long straights through forest, with these full-noise blasts separated by chicanes. The track then concluded with an incongruent stadium section winding between concrete grandstands, the cars often skittish with the required low-downforce settings.

Hockenheim was always different, and Michael Schumacher's fervent German following gave its grands prix a hot atmosphere. Yet from 2002 Hockenheim lost its peculiarity, with a shorter and more mainstream layout that retained the stadium section but bypassed the forest blasts.



10 Kyalami (1967-1985)

Formula 1's purported *World* championship schedule hasn't had African presence on it for nearly three decades. Yet the South African Grand Prix was once a fixture, and from 1967 it was held at Kyalami near Johannesburg.

The track, though short, was rapid and undulating. Its trademark was a spectacular downhill pitstraight plunge into the testing Crowthorne turn, followed by the fearsome Jukskei Sweep. The short lap times ensured competitive fare and the usually good local weather made it a popular test venue.

Yet there was always an elephant in the room, that apartheid South Africa was an increasing international pariah, and F1 eventually upped sticks after 1985. Then half of the original track was lost to development, and a poorer relation was back on the calendar in 1992 and '93.



SPORTING SCENE REPORTS

Photos:Tom Banks

5 NATIONS BRITISH RALLYCROSS CHAMPIONSHIP: PEMBREY BY HAL RIDGE AUGUST 27-28



Teenager O'Donovan took a double victory



Ollie O'Donovan and Derek Tohill get up close and personal in a hectic battle

O'DONOVAN DOES IT THE HARD WAY

British Rallycross Championship leader Patrick O'Donovan's hopes of repeating his double victory at Pembrey in May took a hit in Q2 of round seven of the series last Saturday, when Turn 1 contact resulted in a broken driveshaft and a Turn 2 spin.

He was forced to start at the back of the field for his semi-final and had to fight back to claim victory. In the final, however, he was dominant. He led from the front of the order to claim a fourth victory of the campaign. Having netted one win in the double-header weekend, and

with the circuit reversed to run in a clockwise direction for round eight on Sunday, O'Donovan made it to the finish of his Q1 race with the fastest time despite breaking the gear lever in his Team RX Racing Ford Fiesta. With assistance from other teams, the car was fixed just in time for Q2. Having claimed the top qualifier position with fastest time in the second session, 18-year-old O'Donovan won the first semi-final from the front to again secure pole position for the final. In the main event he led throughout, only conceding the

lead when he took his joker on the penultimate tour. Reigning RX150 champion O'Donovan had used the same tactic 24 hours earlier, losing the lead for a lap to a returning Nathan Heathcote before retaking the advantage when the latter also took his extra route. On Sunday, it was title-contender Julian Godfrey who moved into first position when O'Donovan joked but when ace engineer Godfrey took his extra tour on the outside of the loose surface section on lap six, O'Donovan retook the lead to drive to another victory. Godfrey had finished third behind Heathcote's Citroen C4

on Saturday, but remained in the title hunt with second place on Sunday. It was a worse outcome on the second day for Heathcote though: the 2017 champion was forced to retire on the opening lap of Sunday's final having received contact to his car's left-rear wheel in the first corner. Third went the way of Ollie O'Donovan, which was his second rostrum appearance of the season and the second time he had joined his son on the podium. He was again racing his squad's Ford Focus instead of the new Proton Iriz RX and the 2007 champion climbed from the back of the grid in the final.

As he had in the May double-header in South Wales, reigning champion Derek Tohill endured a difficult weekend. He came off worse in a number of on-track battles and didn't make the final on Saturday due to contact in the semi-final breaking his Fiesta's left-rear suspension, while he did make the final in round eight on Sunday, he finished fifth behind round-five winner Tristan Ovenden. Ovenden also had a weekend to forget, his podium hopes on Saturday having ended with a broken intercooler after contact at the first corner. **Results** **Organiser:** LHMC **When:** August 27-28 **Where:** Pembrey Circuit **Starters:** 59

5 Nations BRX, Round 7: 1 Patrick O'Donovan (Ford Fiesta) 3m52.592s; 2 Nathan Heathcote (Citroen C4) +1.052s; 3 Julian Godfrey (Ford Fiesta); 4 Michael Sellar (Citroen DS3); 5 Steve Hill (Mitsubishi Evo); 6 Bradley Westgarth (Mitsubishi Evo). **Supernational:** Darren Bleasdale (Vauxhall VX220); **Junior:** Will Ovenden (Suzuki Swift); **Swift Sport:** Max Weatherley (Suzuki Swift); **BMW Mini:** David Bellerby (BMW Mini); **ALL4 Mini:** Edward Stallard (BMW Mini); **Super Retro:** John Cross (Lancia Stratos); **Retro Rallycross:** Tony Lynch (Toyota MR2); **RX150:** Jann Mardenborough (RX150). **5 Nations BRX, Round 8:** 1 P O'Donovan 4m00.924s; 2 Godfrey +1.465s; 3 Ollie O'Donovan (Ford Focus); 4 Tristan Ovenden (Citroen DS3); 5 Derek Tohill (Ford Fiesta); 6 Hill. **Supernational:** Jason Bleasdale (Vauxhall VX220); **Junior:** Ovenden; **Swift Sport:** Weatherley; **BMW Mini:** Bellerby; **ALL4 Mini:** David Bell (BMW Mini); **Super Retro:** Allan Tapscott (Ford Escort); **Retro Rallycross:** Tony Lynch (Toyota MR2); **RX150:** Mardenborough.

Photos: mkpics.net

NATIONAL HOT RODS: GREAT YARMOUTH BY GRAHAM BROWN AUGUST 28

HOT ROD MASTERCLASS FROM WOOD AT YARMOUTH

A couple of decent heats and a masterly win in the final hauled Billy Wood up the points standings from the lowly position he's been occupying up to now. Barry Limer and Andy Lane made off with the other heats, but the main talking point of the night was undoubtedly the opening-heat crash that eliminated Carl Waller-Barrett from the meeting. Solitary white-grader Ashley Shaw was slow away in the first heat, meaning that Limer and company were on him almost immediately. Limer had the lead by the start of lap two, leaving Shaw trying to fend off Karl Baker, Lane and a host of others, but then it all kicked off on Turns 1-2. Too many cars in too little space left returnee Dave Brooks' Ginetta spinning, leaving those

in the following pack nowhere to go. Kym Weaver got launched into a nosedive that luckily failed to become an end-over-end, while Perry Cooke ploughed into Waller-Barrett, sending him skywards as well. Not surprisingly, all this got the yellow flags an airing. Limer was swiftly away when the green came back out, while Shaw got railroaded on the outside as the chasing pack poured past. Baker, Chris Aldridge and Lane scrapped over the other places with the racy looking Aldridge cutting through to second to catch the leader on the last lap, Limer only just managing to stay ahead at the line. There was rather less drama in the second race with Shaw making a better getaway to stay out front for a few tours. Eventually though, Lane and

Mark Shelper went by to dispute the lead for a time. Lane got the upper hand and pulled a small gap on the rest he was no doubt grateful for, as there were soon nine cars fighting hard over the other places. Somehow Shelper managed to stay at the front of this warring group despite several moments where it looked like he might be overwhelmed. The aggregate results gave a final front row of Aldridge and Jason Kew, both men having shown pace all evening that could well have netted either of them the win. But Wood, from row two, was clearly not in the mood to mess about and charged under Kew down the back straight on lap one. A few tours later Aldridge left too much daylight down his inside going into Turn 1 and that was that as far as the lead was concerned. While Wood got busy building



Wood made quick work of the final win

a half-lap advantage on the rest, an entertaining places battle developed between Aldridge, Kew, Rob McDonald and Hayden Ballard. There was never much between any of them, although Aldridge once again showed the others too much inside line at half distance and dropped to the back of the

group. They all carried on the dice right to the finish though, with Kew and Ballard claiming the other podium spots. **Results** **Organiser:** Spedeworth **When:** August 28 **Where:** Yarmouth Stadium **Starters:** 19 **Heat one:** 1 Barry Limer (Vauxhall Tigra); 2 Chris Aldridge (Vauxhall Tigra); 3 Billy Wood (Vauxhall Tigra); 4 Jason Kew (Ginetta C40R); 5 Rob McDonald (Vauxhall Tigra); 6 Chris Haird

(Vauxhall Tigra); 7 Hayden Ballard (Vauxhall Tigra); 8 Joey Palmer (Ford Fiesta). **Heat two:** 1 Andy Lane (Ginetta C40R); 2 Mark Shelper (Peugeot 206cc); 3 Kew; 4 Terry Hunn (Ford Fiesta); 5 Aldridge; 6 Wood; 7 McDonald; 8 Aaron Dew (Ginetta C40R). **Final:** 1 Wood; 2 Kew; 3 Ballard; 4 Aldridge; 5 McDonald; 6 Hunn; 7 Dew; 8 Palmer; 9 Perry Cooke (Vauxhall Tigra); 10 Kym Weaver (Vauxhall Tigra). **Points:** 1 Haird 125; 2 Palmer 124; 3 Ballard 118; 4 Aldridge 110; 5 Kew 104; 6 Cooke 102.

RACING REPORTS

Photos: Gary Hawkins

BRANDS HATCH: 750MC BY CARL MCKELLAR

AUGUST 27

WEBB HOLDS HIS NERVE IN SPORTS 1000 WIN



Webb had a successful weekend at Brands



Hewlett leads Nylan in the Type R battles

Richard Webb continued his winning ways to wrap up the Sports 1000 title in Brands Hatch’s penultimate two rounds.

Requiring only 19 points of the 64 on offer at Brands to put the title beyond reach, the Spire RGBR driver’s task was made easier in race one when his main rivals tripped over themselves in his wake on the opening lap. In a dominant performance, Webb finished the 24 laps some 26 seconds clear of the squabbling Paul Rogers (Spire GT3S) and outgoing champion Ryan Yarrow (Spire GT3-Y) in second and third.

Often lapping nigh-on a second faster than anyone else, it was the same in race two, Webb’s winning margin this time ‘only’ 20.61s from the recovering Smith and Yarrow, but there was a reason for the smaller gap.

“Something went wrong with the transmission and I had to do the final lap in fourth gear,” explained Webb, who becomes the 750MC’s first champion of 2022.

He added: “It’s been an amazing season – the car and team have been perfect. I was conscious this wasn’t my best track so to win both races and make it 11 out of 12 is a great way to take the title.”

The day’s nine other races were not so clear cut (*see separate Gaz Shocks 116 Trophy report*).

Defending Clio Sport champion Jack Dwane escaped unscathed from a huge multi-car shunt in the first of two races that destroyed his 182 and also severely damaged those of Nick Brady and Brian Deer.

Dwane still leads the 182 and outright standings ahead of Snetterton’s title-deciding triple-

header but faces greater pressure than anticipated – chiefly from 197 racer Andrew Harding who, also with no points to drop, won the opening race and finished second in the other.

The other was won by Justin Griffiths as 197s again filled the top spots. Jason Pelosi and Scott Edgar were the 182 class winners respectively.

The Type R Trophy title battle now looks to be a two-horse race between Christopher Nylan and Jake Hewlett after rivals Joe Jessup missed the event due to a family holiday and Matt Digby did not start the opening race.

Hewlett won the opener after Nylan lost momentum away from pole with a hashed change to second gear. Nylan was victorious later in the day from ninth on the reversed grid as Hewlett could only get as high as fifth. Conor Murphy, Daniel Chapman and Chris Smith shared the other podium results.

Craig Land edged closer to the Locost title with a win and a third-place result, compared to an eighth and a fifth for arch-rival Martin West who still leads the table but falls behind on dropped scores. After a first podium together with second and third in race one, brothers Daniel and Ryan Garrett made it a 1-2 result in the day’s later thrash.

Stewart Place (Peugeot 205 GTi) made it three straight wins with victory in the Classic Stock Hatch opener ahead of ‘neck-and-neck-at-the-line’ title rivals Chris Dear (205 GTi) and Peter Morgan (Ford Fiesta XR2i).

Place led the second race as far as Druids where he went missing, leaving Morgan to this time just hold back Dear and the closely following Martin Cayzer (Ford Fiesta XR2i).

RACE WINNERS		
Classic Stock Hatch Championship Race 1: Stewart Place (Ford Fiesta XR2); Race 2: Peter Morgan (Ford Fiesta XR2)	Type-R Trophy Race 1: Jake Hewlett (Honda Civic Type R); Race 2: Christopher Nylan (Honda Civic Type R)	Clio Sports Race 1: Andrew Harding (Renault Clio 197); Race 2: Justin Griffiths (Renault Clio 197)
Locosts Race 1: Craig Land (Locost); Race 2: Daniel Garrett (Locost)	Sports 1000s Race 1: Richard Webb (Spire RGBR); Race 2: Richard Webb (Spire RGBR)	Gaz Shocks 116 Trophy Jack Godden (BMW E87 116i)



Land at Brands leads the Locost contest from Garrett

GAZ SHOCKS 116 TROPHY



Godden used a late safety car to help him to a race victory

Godden stops Woodward's charge to hang on to the 116 Trophy silverware

Jack Godden took his first race victory in the Gaz Shocks 116 Trophy after a nail-biting fight late on with Louis Woodward who almost became the first driver in series history to win with a 30-second success penalty.

It was after everyone had served their second mandatory pitstop that the race really came alive. Woodward had fortunately made his stop just prior to

a safety car intervention that helped him overcome the additional 30s he had to serve for winning the previous race at Donington Park.

By three-quarters’ distance, he was running third just ahead of the charging Godden, who had led early on from pole position, and Richard Lakey.

With those ahead still to make their second stops, their fight was effectively now for

the lead – and the win. And, having tried for half a dozen laps, Godden found his past Woodward exiting Paddock Hill Bend.

Godden, who set the race’s fastest lap, then took advantage of a backmarker between him and Woodward to draw clear at a second safety car restart for his maiden victory in the series.

Woodward clung on to second place ahead of Lakey,

while behind there was late drama for the latter’s RL Motor Services team-mate Richard Phillips who dropped from fourth to eighth after a tangle with another driver at Surtees.

The fourth-place position was eventually taken by Freddie Tatham (overcoming a 5s track-limits penalty)

While Lewis Tindall was fifth, having also led briefly early on

RACING REPORTS

Photos: Gary Craig

KIRISTOWN: 500MR CI LEINSTER TROPHY BY RICHARD YOUNG AUGUST 27



Cian Carey beat more powerful cars



David McCullough led home a family top two rout

CAREY LIFTS THE BIG ONE AT KIRKISTOWN

BOSS Ireland provided the main feature race for the iconic Leinster Trophy at Kirkistown last weekend and Cian Carey was the form man in his Formula 3 Dallara F317.

He fended off some of the more powerful three-litre and Formula Renault 3.5 machines to claim a victory in the opening race of the weekend, but the second one was the one that counted for the famous silverware.

While Carey had a perfect day, others did not and notable among them was Jonathan Fildes who started his Renault-powered Lola T90 from the pitlane for the second year in a row. A clutch problem meant that he didn't start the first race until it was three laps old and retired a couple of laps later.

Things were slightly better

for him in the trophy itself. The clutch problems remained and he was again forced to start from the pits. Fildes burst from the pitlane and had passed six cars before Turn 1. He began picking his way through the field and eventually slipped past Noel Robinson's second-placed World Series car and set off after leader Carey. Despite his urgency with the car, his dreams came to naught with a spin at the chicane.

Formula Ford 1600 delivered great action despite a startline incident which brought out the red flags in race one. At the restart, an intense battle between David McCullough and Dave Parks lasted until two laps from the end when McCullough was ousted from the lead at Fisherman's. Parks took victory from Ivor McCullough, who had

started from the back after missing practice. Pre-1990 winner Alan Davidson was third. In race two, the McCullough family took a 1-2 with David winning. That helped him to clinch yet another Northern Ireland title.

In the Formula Vee encounter, Anthony Cross won the 'A' race at a canter in his Sheane ahead of Jack Byrne's similar car with Donal Downey – who had earlier won the Class B and C race for Leastone – in third place.

The Irish Legends made three appearances on the programme. The opener went to Geoff Richardson from Jamie Moylan and Greg Richardson. Greg then went on to win race two ahead of Geoff, with David Yamamoto third. Greg was on the podium for three as well, but on the second step behind

Jamie Moylan.

Both saloon encounters were dominated by the visiting Seat Leon series. In the first race, Shane Murphy and Rod McGovern fought hard for the lead with the verdict going to Murphy. Donal O'Neill headed the NI Saloon ranks. In race two Brian Berry topped the Seats.

There were double wins in Roadsports and Global GTs. Steven Larkham (Radical) and Max Drennan (Global) scored back-to-back victories. It was a similar story in the NI Sevens where Graham Moore dominated. The concurrent races for Strykers featured wins for Jonathan Taylor and Kevin McGrath.

Another combined affair for the Mazda MX-5 and Fiesta classes gave Mazda victories to Gavin Kilkey and Francis Allen.

RACE WINNERS

BOSS Ireland Races 1 & 2 (for the Leinster Trophy): Cian Carey (Dallara F317)	Legends Race 1: Geoff Richardson; Race 2: Greg Richardson; Race 3: Jamie Moylan	Global GT Races 1 & 2: Max Drennan
FF1600 Race 1: Dave Parks (Ray GR07); Race 2: David McCullough (Van Diemen RF01)	Seat Supercopa Race 1: Shane Murphy; Race 2: Brian Berry	Mazda MX-5 Race 1: Gavin Kilkey; Race 2: Francis Allen
Formula Vee Race 1 (Classes B & C): Donal Downey (Leastone JH004); Race 2 (Class A): Anthony Cross (Sheane FV94)	NI Saloons Race 1: Donal O'Neill (Seat Cupra); Race 2: Gareth Blaine (BMW 330i)	Fiesta Zetec Race 1: Mark Stewart; Race 2: Derek Graham
	Roadsports Races 1 & 2: Steven Larkham (Radical PR06)	NI Sevens Races 1 & 2: Graham Moore (GMS Honda)
		Strykers Race 1: Jonathan Taylor; Race 2: Kevin McGrath

In the Fiestas, the usual battle between the Stewart and Graham clans ended with Mark Stewart ahead in race one from Derek Graham with

Michael Graham third ahead of Paul Stewart. Derek Graham took race two honours from Mark Stewart with son Michael third.

Photos: Richard Styles

SNETTERTON: 2CV 24 HOURS BY PETER SCHERER AUGUST 27-28

RACE WINNERS

Classic 2CV 24 hours
Team 2CV Lion (Peter Sparrow/Gary Adnitt/David O'Keefe)

Mini Grande 24hrs
Team Toyshed (Andy Slade/Chris Slade/Michael Dryden)

Snetterton Saloons
Races 1 & 3: Russell Dack (BMW M3); **Race 2:** Bryan Bransom (BMW M3)



The 2CV battlers went through the darkness

TEAM 2CV LION GO OFF THE CLOCK

For the third successive year, Team 2CV Lion proved unbeatable in the Classic 2CV 24 hours.

The team's Pete Sparrow had an early duel with Crisis@Tete Rouge's Alec Graham. But, with Gary Adnitt and David O'Keefe sharing the 2CV Lion car, they took charge before half distance.

Nick Roads, Ian Gibbon and Andrew Bull had kept Tete Rouge in second place for the first 15 hours, but after Graham had a collision with the Frogettes car, Car Caryl's Louis Tyson, Kris Tovey and Glen Oswin began to consolidate runners-up place, after recovering from a first-hour fuel starvation problem.

Crisis@Tete Rouge completed the podium with 13 laps in hand over Twin Snails' Martin Riman, James Northfield and Paul Rowland.

Both DD Motorsport and Team Gadget had challenged for the podium early on but either crew had mechanical problems that

forced them to be towed back to the pits, which incurred three-lap penalties for both crews.

Nick Crispin, Patrick Mason and James Dartiaillh had clawed the DD car back into fourth after 17 hours but a late gearbox change, further loss of brakes and a rear wheel loss, meant they only returned to the action on the final lap, only to be excluded from 10th for driving in a manner incompatible with general safety. With the exclusion, Crispin's title hopes went up in smoke.

The Hansgrohe Lion team of Max Wyer, Giles Owen, Ronald Mears and Roy Eastwood clinched fifth with Hollis Motorsport's Matthew, Richard and Nigel Hollis, with Glenn Burtenshaw completing the top six despite running most of the race with a misfire and only three functioning shock absorbers.

There was a repeat win in the Mini Grande division too as Team Toyshed's Andy and Chris Slade with Michael

Dryden endured a race-long duel with Slarky Malarky's Ian and Neil Slark with Ryan Taylor and Tom Grindall.

After 24 hours and 741 laps, they were just 1.148 seconds apart at the flag. Third-placed Misfits were on the lead lap too.

Russell Dack had a double win in the Snetterton Saloons. He edged ahead of Bryan Bransom's similar BMW M3 on the opening lap of race one and managed to keep his rival at bay throughout. Edward Leigh was third with David Marcussen escaping from a duel with James Mumbray to finish fourth.

Bransom got his revenge in the second race after shaking off Dack's early challenge. Marcussen was third with Karl Cattliff fourth.

With Bransom loaning his car to Jas Sapra, who was a first-lap retirement, Dack was never troubled in race three. Marcussen had a race-long second with Cattliff closing in at the flag.

RALLY REPORTS

MEWLA RALLY: EPYNT MOTOR CLUB BY PAUL LAWRENCE

AUGUST 28

PRITCHARD AND CLARKE BEAT THE COLES ON EPYNT

Jason Pritchard and Phil Clarke limbered up for this weekend’s Rali Ceredigion with a well-earned victory on Sunday’s Mewla Rally.

Back in their familiar Ford Focus WRC for the first time since an aborted trip to the Isle of Man in May, Pritchard and Clarke fought a day-long battle with father and daughter Damien and Charly Cole and there was just four seconds in it after a day of fine competition on the challenging roads of the Epynt ranges in mid-Wales.

It’s been an up-and-down season for Pritchard and Clarke in their regular VW Polo R5, so they wheeled out the faithful Focus WRC for the day to get some more seat time ahead of the BRC Ceredigion event.

They immediately went fastest on an opening stage that started at Piccadilly and ran past German Village and down to Four Ways before finishing just beyond the Llandeilo’s

Fan triangle. Pritchard was 6s up on Cole and it was the Darrian T90 GTR of Wayne and Gwynfor Jones that nipped into an early second from Melvyn Evans. Finally taking the chance to compete in one of his Polo R5s, Evans took the talents of Dai Roberts along for the ride and they quickly slotted into third place.

Stages two and four featured the long fast run up from the airstrip and this was Darrian country as Jones took over the lead and sat eight seconds clear after four of the day’s 10 short, sharp stages using only the western end of the ranges. But after second service, the WRC and R5 cars were able to really take the fight to the Darrian and as Pritchard eased ahead, Jones was pushed back to third.

By the end of the penultimate stage, Pritchard held a 7s lead and that proved enough, even though Cole pegged it back to just four at the finish. Jones was 11s further

back but still clear of Evans while Dave Willett was his usual hard-charging self as he took his Ford Escort Mk2 to fifth, six seconds up on the Fabia R5 of Roger Moran and Den Golding.

Results
Organiser: Epynt Motor Club **When:** August 28 **Where:** Epynt **Championships:** Welsh Tarmac, Welsh Historic, King of Epynt **Stages:** 10 **Starters:** 75.
1 Jason Pritchard/Phil Clarke (Ford Focus WRC) 39m11s; 2 Damien Cole/Charly Cole (Skoda Fabia R5) +4s; 3 Wayne Jones/Gwynfor Jones (Darrian T90 GTR); 4 Melvyn Evans/Dai Roberts (VW Polo R5); 5 Dave Willett/John Davies (Ford Escort Mk2); 6 Roger Moran/Den Golding (Skoda Fabia R5); 7 Jeremy Straker/Ian Meakin (Darrian T90 GTR); 8 Philip Hopkins/Aled Edwards (Mitsubishi Lancer E6); 9 Richard Fishleigh/Jason McCullough (Ford Escort Mk2); 10 Roger Hicks/Terry Martin (Ford Escort Mk2). **Class winners:** William Mains/Claire Williams (Vauxhall Nova); Sam Davies/William Lloyd (Vauxhall Nova); Ioan Lloyd/Sion Williams (Peugeot 208 Rally 4); Paul Jenkins/Cliff Simmons (Ford Escort Mk2); Jones/Jones; Hopkins/Edwards; Martin Curzon/Daniel Jones (Ford Escort Mk1); Myf Owen/Baz Green (Hillman Avenger); Stuart Anderson/Kenny Owen (Vauxhall Chevette HSR).



Pritchard flew high on Epynt back in his familiar Focus



Cole was strong at the end in his pursuit of Pritchard

GALWAY SUMMER RALLY: GALWAY MOTOR CLUB BY MARTIN WALSH

AUGUST 28



MacHale was a winner in the Irish National contest

MacHALE BACK ON TOP ON GALWAY SHOWDOWN

After a lapse of almost 12 years the name MacHale is back at the helm in Irish rallying following Gareth’s victory in the Galway Summer Rally, the penultimate round of the National Rally Championship.

The 42 year-old, guided by another Irish motorsport luminary Brian Murphy, took a 15.2-second victory over the Skoda Fabia R5 of Andrew Purcell and Andy Hayes. Top seed Robert Barrable and co-driver Paddy Robinson (Ford Fiesta Rally2) were 7s further behind in third.

The early initiative was taken by David Guest (Ford Fiesta Rally2) who led MacHale by 5s after two stages, while a third stage (SS2) fell victim to stage set-up issues. Monaghan’s Brendan Cumiskey (VW Polo GTi R5) was 1.4s

further back followed by the trio of Peadar Hurson (Fiesta WRC), Purcell and Barrable. With his Toyota Starlet briefly lapsing onto three cylinders on the road section, Richard Moffett kept his composure to head the two-wheel-drive category.

Purcell was best through SS4 as MacHale ensconced himself as rally leader, albeit only a second ahead of Guest, who subsequently ran out of road and beached his unmarked Fiesta in the Athenry scenery on SS4. MacHale gained almost 10s on SS5 and with a marginal return on SS6, was 13.8s clear of Cumiskey at the final service. Apursuing Purcell was just a second further behind, despite an overshoot on stage five. Barrable was fourth but reckoned his performance wasn’t reflected

in the times.

Both Cumiskey and Hurson retired on SS7, the former rolling his VW Polo GTi R5 and the latter with a rear differential issue. MacHale went on to claim his first win since the 2010 Cork 20 International Rally: much has changed during his sabbatical but perhaps it was fitting that his win was in Galway, scene of the many triumphs of his father and rally legend Austin. Purcell netted second after times were amended following the Cumiskey incident with Barrable dropping back to third. Moffett (fourth) won the two-wheel-drive category and rival Gary Kiernan (Ford Escort) took the King of the Mk2s.

Results
Galway Summer Rally
Organiser: Galway Motor Club. **When:** August

28. **Where:** Athenry, Co. Galway **Championships:** National Rally Championship; West Coast Rally Championship, Border Championship. **Stages:** 9 **Starters:** 149. 1 Gareth MacHale/Brian Murphy (VW Polo GTi R5) 51m49.6s; 2 Andrew Purcell/Andy Hayes (Skoda Fabia R5) +15.2s; 3 Robert Barrable/Paddy Robinson (Ford Fiesta Rally2); 4 Richard Moffett/Darragh Kelly (Toyota Starlet); 5 Gary Kiernan/Paul Sheridan (Ford Escort); 6 Gareth Sayers/Gareth Gilchrist (Ford Fiesta Rally2); 7 Tim McNulty/Paul Kiely (VW Polo GTi R5); 8 Joe McCnigle/Ciaran Geaney (Ford Fiesta Rally2); 9 Conor Murphy/Sean Collins (Escort); 10 Patrick McHugh/Pauric O’Donnell (Escort). **Class winners:** Stephen Gallagher/Sara McFadden (Honda Civic); Casey Jay Coleman/Adam Coffey (Fiesta); Paul McHugh/Amy Shiel (Honda Integral); Sayers/Gilchrist; Eamonn Barrett/Adrian O’Gorman (Escort); Colin Fitzgerald/Ian McCarthy (Escort); Des Lyons/Ashling McArdle (Civic); Conal Hegarty/Dedan Boyle (Toyota Corolla); Ryan McArdle/Ronan Comerford (Escort); Johnny Jordan/Paddy McCrudden (Starlet); Moffett/Kelly; Brian Cumiskey/Dedan Campbell (Subaru Impreza); Michael Carbin/Dean O’Sullivan (Mitsubishi Lancer E8); James Power/Hannah Power (Escort); Ross Forde/Arron Forde (Escort); Mark Fox/Calum Maguire (Civic).

RAINWORTH SKODA RALLY: DUKERIES MOTOR CLUB BY PETER SCHERER

AUGUST 28



Taylor took the triumph by more than one minute

TAYLOR’S FIESTA R5 DOMINATES AT LECONFIELD

Darrell Taylor and Jonathan Kennedy’s Ford Fiesta R5 was never headed at Leconfield and took four out of five fastest times and victory by 1m01s.

Only one second separated the next three after the opening stages, with Lyndon Barton/Simon Hunter (Fiesta R5) tied with Paul Pickett/Barry Young (Mitsubishi Lancer E9) for second, and Paul Walker/Mick Johnson (Lancer E9) third.

After Walker had moved ahead of his rivals on stage two, Barton was back level a stage later as

Pickett lost ground. But Barton managed to go clear to secure second place, with Walker a further 4s down in third.

Pickett was gradually caught by Class 4 leaders Barry Renwick/Ken Bills (Ford Escort). Renwick was fortunate to claim fourth on stage five after an accident further down the order ended the day prematurely.

Craig and Steve Renshaw (Subaru Impreza) spent all day in sixth with Class B winners Ben and Andrew Wilkinson (Peugeot 106 Maxi) in seventh

from stage two.

Nick Taylor and Ross Hammond (Peugeot 205GTi) had climbed to eighth by stage three. They spun on the next stage but still won Class 3.

David White/Paul Hannan (Subaru Impreza), Kev Monaghan/Carl Tuer (Corsa Kit Car) and Chris Marshall/Andy Robinson (Mitsubishi Lancer E5) completed the top 10.

David Burden and Peter Williams (Citroen C1) topped the Juniors, beating Sam Mason/James Seymour (Suzuki Alto)

by 12s.

Results
Organiser: Sheffield & Hallamshire MC **When:** August 28 **Where:** Leconfield **Championships:** EMAC Stages, ANEMMC Stages, Conningham Cup Tri-Service, ANCC Stages, ANECCC Stage, ANWCC Stage, Junior F1000. **Stages:** 5 **Starters:** 84. 1 Darrell Taylor/Jonathan Kennedy (Ford Fiesta R5) 43m42s; 2 Lyndon Barton/Simon Hunter (Ford Fiesta R5) +1m01s; 3 Paul Walker/Mick Johnson (Mitsubishi Lancer E9); 4 Barry Renwick/Ken Bills (Ford Escort Mk2); 5 Paul Pickett/Barry Young (Mitsubishi Lancer E9); 6 Craig Renshaw/Steve Renshaw (Subaru Impreza); 7 Ben Wilkinson/Andrew Wilkinson (Peugeot 106 Maxi); 8 David White/Paul Hannan (Subaru Impreza); 9 Kev Monaghan/Rob Tuer (Vauxhall Corsa Kit Car); 10 Chris Marshall/Andy Robinson (Mitsubishi Lancer E5). **Class winners:** Tom Barnett/Sophie Landon (Nissan Micra); Brian Marquis/Stuart Delf (Peugeot 106); Renwick/Bills.

COLUMNIST

GERI RACZ



Mini Challenge newcomer explains his journey from Budapest to taking Rookie Cup victory at Snetterton, and his future goals

Photos: Jakob Ebrey



The 16-year-old has taken first Rookie Cup win



Racz has started UK racing journey

It was a late autumn day last year in Budapest when my dad showed me the next step of my racing career, the Mini Challenge. He has always been by my side since I first tried karts and then raced in Swift Cup Europe, so when he told me that MOTAM – a professional driver management agency – was in touch with Excelr8 Motorsport, I knew that things were about to get serious.

I had raced Suzuki Swifts since I was 12 years old – I started driving even before I could reach the pedals. For 2021 I joined one of the top teams in Swift Cup Europe, and managed to win at the super-fast Salzburgring and the Slovakiaring. This made us think about making the next step and moving to a new category.

Swifts are similar to Mini Coopers – they are a bit more powerful but don't have slicks like the Minis do – therefore my supporters believed that I could make the transition to JCWs for 2022: the very first season that I'm eligible to compete, right after my 16th birthday.

I was a bit anxious before my first Mini Challenge test at Brands Hatch Indy, an unknown venue for me, with a new team in a whole new environment, but the past couple of months have proven that I'm in the right place. This is also recognised by two of my key sponsors, Thomas Breitling Fashion and the Hungarian Motorsport Development Agency, that joined the campaign earlier this year.

Members of the Excelr8 team have been great at understanding where I am in my career, and they support me so I can work on refining my driving style and racecraft.

I knew from our first test with the car that this was going to be a tough challenge and the first two race weekends weren't the best in terms of results, but the work we have done started to pay off mid-season.

There is a lot to cope with in the driving as the JCW is not an easy car to master. The pace of the field is impressive and the drivers are very competitive: hard but fair. Combining this with the exciting circuits and the unpredictable weather, this is exactly what we were looking for and what I want in order to turn into a professional racing driver.

However there is a long road ahead and I am grateful to the many people who have supported me since we embarked on this UK journey. Justina Williams, Andy Menzies and Connor Morgan have been instrumental in creating the right environment and I'm very happy to work with my coach James 'Jiggy' Gornall, my engineer Matt Ridout and my lead mechanic Sam Becketts.

The welcome from my team-mates has also



Racz hopes to make people in Hungary proud

been remarkable; it has been great that they made me feel part of the effort from the very beginning. I'm especially thankful to Dan Zelos for lots of useful tips and tricks and helping me out, while I have also learnt a lot from Jason Lockwood and Ronan Pearson, and had good battles with Joshua Jackson and Ethan Hammerton – all in a very friendly and positive atmosphere that we all appreciate a lot.

Moving forward, I would like to keep progressing. There are signs that I am getting closer to the frontrunners' pace despite my limited track time and the fact that I still need to master all the circuits where my opponents have already done several races. At Oulton Park I managed to finish in the top 10 for the first time, and at Knockhill I was fifth in race three.

After that weekend, I felt that I can deliver these kinds of results consistently. I carried this mentality to the latest round at Snetterton which was my happiest weekend yet: I won the Rookie Cup in race three which is the first of hopefully many trophies of my UK racing career. I still struggle to express the feelings I had when I crossed the line. To achieve this as the youngest driver in the field means a lot to me.

My aim is to keep the momentum for the remaining rounds of 2022 at Silverstone and Brands Hatch GP, and next season is looking more and more promising in terms of competitiveness. I will do my best to get to the sharp end of the field and keep progressing towards touring car or sportscar racing, hopefully in front of the passionate British fans while also making Hungarian people proud of our achievements.

“Competitive racing, exciting circuits and unpredictable weather is what I need”

WHAT'S ON

GAME REVIEW

Many of us football fans who should know better have lost many an evening (and plenty else besides) to the prolific Football Manager video game series. Formula 1 fans though have been waiting a while for an equivalent. But the wait is over, with the officially licenced F1 Manager 2022 game released last week for

Xbox, PlayStation and PC.

As an official game, the F1 team that you choose to guide – and its drivers – are real, as are the circuits, race broadcast presentations and much else on top.

And in the game you become a Ross Brawn figure, not only in charge of business such as signing drivers (you can scout from

Formula 2 and 3 as well), hiring staff and developing facilities, you also develop the car and guide in-race strategy including as the race unfolds.

It's all a highly immersive and detailed experience, which no doubt threatens to detain us just like its football cousin.

Graham Keilloh



Dep ed Graham Keilloh will be lost to this screen for a while

TV GUIDE



It's all gone Orange: Max will race at home

Sky Sports F1 kicks off this weekend's Dutch Grand Prix coverage today (Thursday) with several chances to watch the drivers' press conference, first at 1230hrs-1330hrs and again at 1600hrs-1700hrs and 1800hrs-1900hrs. And tomorrow it has The F1 Show on at 1615hrs-1715hrs, shown again that day starting at 2030hrs and 2330hrs.

Ted Kravitz's Notebooks are back this weekend, with his qualifying review on Saturday at 1700hrs-1730hrs and his race review at the same time on Sunday. Then the channel's

Any Driven Monday race review is on that day at 2130hrs-2300hrs.

Channel 4's Dutch Grand Prix qualifying highlights are on Saturday at 1830hrs-2000hrs and its race highlights are on Sunday at 1830hrs-2100hrs.

BT Sport 3 tomorrow lets you catch up on DTM's recent Nurburgring round, at 1800hrs-1900hrs. While Freesports has something rather different with Icelandic Offroad Racing from the Icelandic Hill Rally, on Saturday at 0900hrs-0930hrs and on Sunday at 1230hrs-1300hrs.

LIVE TV

FORMULA 1 NETHERLANDS

Practice 1: Friday, 1100hrs-1255hrs, Sky Sports F1
Practice 2: Friday, 1440hrs-1615hrs, Sky Sports F1
Practice 3: Saturday, 1045hrs-1210hrs, Sky Sports F1
Qualifying: Saturday, 1300hrs-1555hrs, Sky Sports F1
Race: Sunday, 1230hrs-1700hrs (start time 1400hrs), Sky Sports F1

FIA F2 ZANDVOORT

Practice: Friday, 0905hrs-0950hrs, Sky Sports F1
Qualifying: Friday, 1355hrs-1440hrs, Sky Sports F1
Sprint race: Saturday, 1555hrs-1700hrs, Sky Sports F1
Feature race: Sunday, 0915hrs-1030hrs, Sky Sports F1

FIA F3 ZANDVOORT

Practice: Friday, 0755hrs-0840hrs, Sky Sports F1
Qualifying: Friday, 1255hrs-1335hrs, Sky Sports F1
Sprint race: Saturday,

0920hrs-1020hrs, Sky Sports F1
Feature race: Sunday, 0740hrs-0840hrs, Sky Sports F1

PORSCHE SUPERCUP ZANDVOORT

Race: Sunday, 1105hrs-1140hrs, Sky Sports F1; Sunday, 1100hrs-1200hrs, Eurosport 1

INDYCAR PORTLAND

Practice 1: Friday, 2230hrs-2330hrs, Sky Sports F1
Practice 2: Saturday, 1700hrs-1800hrs, Sky Sports Arena
Qualifying: Saturday, 2000hrs-2115hrs, Sky Sports F1
Practice 3: Sunday, 0015hrs-0045hrs, Sky Sports F1
Race: Sunday, 2000hrs-2300hrs, Sky Sports F1

WORLD RALLYCROSS LATVIA

Race 1: Saturday, 1500hrs-1600hrs, BT Sport 3
Race 2: Sunday, 1500hrs-1600hrs, BT Sport 2

NASCAR DARLINGTON

Race: Sunday, 2230hrs-0230hrs, Premier Sports 2

WHAT'S ON

RALLYING SATURDAY

■ **Woodpecker Stages (Ludlow)**
Sixty and Worcestershire Motor Club (spectators admitted) woodpecker-rally.co.uk
■ **Lakeland Stages (NI)**
Enniskillen Motor Club (spectators admitted) Emcni.weebly.com

SATURDAY-SUNDAY

■ **Rali Ceredigion (Aberystwyth)**
Aberystwyth/Lampeter/Newtown and Teifi Valley clubs (spectators admitted) raliceredigion.co.uk

RACING SATURDAY

■ **Oulton Park International, Cheshire**
MGCC meeting: Morgans, MG Trophy, MG Metro, Midget and Sprite, MG Cup, Cockshoot Cup Starts racing from 1100hrs (qualifying from 0830hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422

SATURDAY-SUNDAY

■ **Croft, N Yorks**
Nostalgia Weekend: Aurora/Geoff Lees Trophy, Historic F3, Historic FF2000, Historic FF1600, Classic FF1600, Historic Touring Cars, Guards Trophy, Historic Road Sports, '70s Road Sports, Classic Clubmans Starts Saturday, racing from 1355hrs (qualifying from 0930hrs) Sunday, racing from 1055hrs (qualifying from 0930hrs) Admission adult £25, under 15 free Web croftcircuit.co.uk Contact 01325 721815
■ **Brands Hatch Indy and GP, Kent**
Ferrari Corsa Clienti: Ferrari Challenge, Ferrari Formula Classic Starts Saturday, racing from 1510hrs (qualifying from 0900hrs) Sunday, racing from 1525hrs (qualifying from 1000hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422

■ **Anglesey, N Wales**

BARC meeting: Caterham Graduate, Mini Miglia, Mini Se7en, NW Sports/Saloons, Junior Saloons Starts Saturday, racing from 1444hrs (qualifying from 1000hrs) Sunday, racing from 0900hrs Admission £15 Web angleseycircuit.com
SUNDAY
■ **Knockhill, Fife**
KMSC meeting: Legends, Mod Sports, Super Lap Scotland Starts racing from 1135hrs (qualifying from 0830hrs) Admission adult £16, Web knockhill.com

SPORTING SCENE SATURDAY-SUNDAY
Prescott, Gloucestershire British Hillclimb Championship Starts: 0830hrs (both days) Admission: early bird ticket adults £15 (Saturday), £15 (Sunday) Web: prescotthillclimb.co.uk

Details correct at time of press. Please check with organisers before travelling

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A collection of Formula 1 racers at Brands Hatch, by Gary Hill



Hillclimbing, from Peter Atkins



Michael Vickers got Croft drama



Truck battlers, from Rich Cranston



Richard Salisbury's Subaru shot

NEXT EDITION

IN THE HOT SEAT: READERS' Q&A WITH ALEX SIMS

Formula E star and GT racer tackles the MN readers' posers



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CURRENT LISTINGS

ASTON MARTIN V8 VANTAGE



£52,995. Here we have for sale on behalf of a customer a Superb 2013 Aston Martin V8 Vantage in Skyfall Silver with contrasting Chancellor Red Interior. The V5 shows 3 previous owners and the owners handbook shows that the first owner was Aston Martin themselves from March 13 to November 13. Please call 01875 820527, Scotland. (T)
115599

ASTON MARTIN V8 VOLANTE



1987, 22850 miles, £225,000. 1987 Aston Martin V8 Volante with manual transmission. 22500 miles from new and just 3 previous owners. Excellent air conditioning and discreet sat nav with Apple Car Play. Please call 07970190472, South East.

115450

BMW 2002



1974, £10,500. 1974 BMW 2002 left hand drive in Polaris Silver. MOT until 2023. Bonnet needs attention, otherwise car is sound. Interior very good condition, new rear exhaust, tyres good. £10500 Tel 01989 563966. Please call 01989 563966, South West.

115451

DETOMASO PANTERA



1973, £194,995. The De Tomaso Pantera comes with a huge extensive history file, various literature, featured magazine articles and of course the receipts for the recent program of work. The car also comes with its correct tool kit and tool bag, including correct jack. This is without doubt an incredibly sought-after car, a true collector's piece and one of the very few RHD examples ever built. The car is beautiful in terms of detail, the paint finish stunning, chrome work exceptional and the no expense spared interior re-trim looks magnificent. Please call 01944 758000, Yorkshire and the Humber. (T)
115663

FORD ESCORT



1975, £30,000. 1975 Ford Escort Mk1 RS200.

- HPE 2.1L Pinto Engine (186bhp), Accralite pistons, forged con rods, Big valve race head, Piper 300 cam, HPE bolt in core plugs, HPE toothed belt kit, Alloys RS sump, Tony Law exhaust manifold, **GENUINE Ford group 1 downdraught inlet manifold(Very rare!)**, Twin 48 IDF carbs, Front coil overs conversion, Please call 01963364432, South West.

115056

FORD FIESTA



1981, 1000 miles, £18,000. Fiesta Mk1. GP2 Recreation Monte Carlo Rally Car. This has been a very long term project creating a Fiesta Mk1 GP2 Monte Carlo replica using a Ford 2.0 Zetec engine on Motorcylcle carburettors. Would suit Rally demonstration events / car shows, however could easily be Log booked for competition use. Images do not do the car justice at all. The car currently does not have an MOT, the car will also require shaking down and suspension setting up, also suggest carburettor set up by and experienced bike carb tuner, this is a condition of the sale! All parts are either new or re manufactured. Looks stunning with the works arches and fresh frozen white paint. Please call 07769651920, North West.

115232

ROVER 2600



1984, £5,995. a-reg, lots of history, handbooks, mot. stunning. Please call 07895 675851, South West.

115940

JAGUAR F-TYPE



2017, 11000 miles, £46,995. Engine and MPG. CO2 emissions: 234g/km. Please call 01442 833311, South East.
114879

JAGUAR F-TYPE



2017, £39,995. Engine and MPG, Engine Size: 2,995cc, MPG Combined: 32.9mpg, MPG Urban: 23.5mpg, MPG Extra-urban: 42.8mpg, MOT Expires: 06/06/2022. 0 - 60 mph: 4.8seconds, BHP: 376bhp, Top Speed: 171mph. CO2 emissions: 203g/km. Please call 01442 833311, South East. (T)
115575

LOTUS EVORA



2018, £63,750. Registered in March 2018 this Lotus Evora GT410 Sport is a very special car. Produced to celebrate the 70th anniversary of Lotus Cars' founder Colin Chapman's first ever vehicle manufactured. Quite fitting in that this particular GT410's 1st owner was Lotus Cars and a certain Mr. Clive Chapman used it for PR services. Please call 07577 575770, South East. (T)

115679



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